



CIVIL AIR PATROL



NEWS



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MAXWELL AFB, ALA. 36112

SEPTEMBER 1977



**SIGNAL FLARE**—CAP cadets and interested spectators watch as Air Force technician demonstrates use of signal flare on shores of base lake at Pease AFB, N.H. For more photos of CAP's encampment there, see Pages 8 and 9. (Photo by MSgt. Russ Brown)

## National Board Meeting

# Planning Nearing Completion

MAXWELL AFB, Ala. — Planning for the annual meeting of Civil Air Patrol's National Board is getting down to the final details here at National Headquarters as staff members complete arrangements for a variety of meetings and seminars.

The annual meeting this year is scheduled Oct. 20-23 in Atlanta, Ga. Headquarters for the

National Board and all other meetings associated with it will be the Marriott Motor Hotel in downtown Atlanta.

Brig. Gen. Thomas C. Casaday, CAP's national commander, will preside at all meetings of the National Board.

The formal activities of the confab will conclude Saturday night with a gala banquet at the

hotel. Speaker for the occasion will be Dr. James Blakely, widely known speaker and humorist of Wharton, Tex. A number of special guests are expected to attend the banquet.

Activities of the three-day gathering will include the following meetings, seminars and special events:

### THURSDAY

Registration and National Chaplain Committee (evening meeting).

### FRIDAY MORNING

Registration; National Board meeting (one open meeting and one closed meeting).

### FRIDAY AFTERNOON

Chaplain Luncheon (invitation only); Cadet Mixer (evening).

Seminars and other meetings include: Operations-Emergency Service-Safety Seminar; Personnel; Information Officers Conference; Communications Committee (meeting begins in morning); Communications Seminar; National Aerospace Education Advisory Committee (meeting begins in morning); Chaplain (meeting begins in morning); Legal; Finance; Administration; Cadet Program; and Inspection.

### SATURDAY MORNING

Registration; National Board meeting.

Seminars and other meetings include: Logistics Seminar; Senior Training; Operations-Safety Committee; Staff College

(See AIR FORCE, Page 2)

# New Annual Course Draws 48 Students

MAXWELL AFB, Ala.—Forty-eight aerospace educators from 23 states and Puerto Rico completed the first annual Aerospace Education Leadership Development Course here in late July.

The four-week course opened with a keynote address by Dr. Karl G. Harr Jr., president of the Aerospace Industries Association of America, Inc., and closed with the graduation address by U.S. Rep. Don H. Clausen of California.

The course, sponsored by Civil Air Patrol and supported by the U.S. Air Force's Air University and Middle Tennessee State University, was a unique program which stressed individual study and seminar group involvement. The objective was to prepare a select group of individuals to serve in aerospace education leadership roles at the local, state or regional level.

This objective was accomplished by a three-part curriculum which included: 1. Training in the latest leadership skills; 2. In-depth study in five current aerospace issues or problems; and, 3. Familiariza-

tion with the aerospace education resources available at all levels.

The leadership training portion of the course totaled 24 hours of lecture and seminar which dealt with improvement of communicative skills, group dynamics, human relations and leadership theory and styles. The instruction was provided by leadership experts from both the U.S. Air Force and industry.

The block of instruction which addressed the current aerospace issues and problems was the most extensive (45 classroom hours) and the most intensive from the standpoint of independent study. The general format for this area was the introduction of each issue in a one to two-hour seminar followed by a period of independent study and reading.

A three-hour discussion seminar was conducted to bring out the various aspects of the

(See 48 AEROSPACE, Page 2)

# Air Force Celebrating Its 30th Anniversary

WASHINGTON—The U.S. Air Force will celebrate its 30th anniversary on Sept. 18. No all-out, gala observance is planned, but Air Force installations around the world are expected to note the occasion with a variety of activities.

It was on Sept. 18, 1947, that the active Air Force began with the swearing in of W. Stuart Symington as the first secretary of the Air Force. The late Gen. Carl A. "Tooey" Spaatz was the first Air Force chief of staff.

It has been said that the Air Force was born on an airplane. The bill establishing the Air Force was brought to President Harry S. Truman shortly after noon on July 26, 1947, and it was signed in his personal airplane, "The Sacred Cow." The President was preparing to fly to the bedside of his dying mother, and in this emotionally charged atmosphere, he signed the National Security Act of 1947.

Establishment of the Air Force as a separate branch of the military service is a tribute to

(See AIR FORCE, Page 2)



**HONORARY MEMBER**—U.S. Sen. James B. Allen of Alabama, right, accepts certificate making him an honorary member of Civil Air Patrol from Brig. Gen. Thomas C. Casaday, CAP national commander. The honorary membership was conferred recently in Birmingham, Ala., and recognizes Sen. Allen's support of CAP when the budget for the Department of Defense came up for a vote in the Senate this summer.

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# Air Force Celebrating Its 30th Anniversary

(Continued From Page 1)

the record America's Army Air Corps set during World War II when the B-17s, the B-24s, P-47s, P-51s and B-29s crippled the enemy's war-making potential. The importance of air power was proven beyond a doubt, leading to establishment of the Air Force as a separate branch of the military.

In reality, however, the U.S. Air Force has its roots much further back than 1947 or even World War II. The U.S. Air Force began, in actual fact, when the U.S. Army accepted its first airplane from the Wright Brothers in August of 1909.

But even earlier than that, there was a military interest in the air and space above. In the bitter days of the Civil War, federal forces made limited use of captive balloons for observation purposes and as an elevated platform for spotting artillery fire.

But, officially, the Air Force began in 1947. The plane in which President Truman signed the historic legislation was a C-54 transport, a propeller-driven plane with a top speed of 265 miles per hour, slow by today's standards. A lot of history has been packed into the 30 years since that day and now supersonic jets are taken for granted.

During that 30 years, the Air Force proved itself over and over—as in 1948 when it licked the blockade of West Berlin with a massive airlift. That was followed by the Korean conflict when the Air Force again proved itself with its victories over Communist MIGs and its ability to protect friendly ground forces.

Then there was Vietnam, politically confusing and nationally divisive. But here airpower was used with more versatility than ever before. And it was an intensive air campaign against North Vietnam which sped up the end of the conflict and the return of America's prisoners of war.

Today, the Air Force is the Department of Defense's primary space agency. The Air Force has been closely connected with the space effort and today looks to space as the wave of the future for the peace of the world and the benefit of everyone.

During the past 30 years, Air Force research and development has yielded enormous benefits for business, industry and consumers at all levels. The by-products of this research has made life easier and better for people around the world.

As the Air Force looks to its fourth decade, it is with a pledge to continue building for international peace, national security and the advancement of human rights and concerns at home and abroad.

Members of Civil Air Patrol, the Air Force's official auxiliary now in its 36th year, salute the Air Force on its 30th anniversary.

## CORRECTION

The Pacific Region Squadron Officers School was held at the University of California in Irvine, Calif., NOT at the University of California in Los Angeles as indicated in the August issue of Civil Air Patrol News.



**PILOT'S SEAT**—CAP Cadet Gregory Kopp, sitting in pilot's seat of this Army helicopter, listens to explanation of its operation by Capt. Robert P. Allen of the Pennsylvania Army National Guard. The occasion was the Central Pennsylvania Wing Encampment at Ft. Indian-town Gap, Penn. During the week, the 120 cadets attending the encampment enjoyed rides in an Army helicopter and an armored personnel carrier, listened to briefings, established and operated a radio net, participated in athletics and recreational activities, toured facilities of the installation and staged a parade and review ceremony at the end of the encampment.

## What Do You Do With Cadets Who Are Encampment Vets?

By MAJ. JERRY WELLMAN  
Encampment I.O.

HILL AFB, Utah—What do you do with CAP cadets on their second or third encampment at the same Air Force base?

Maj. Ron Sandhop, the encampment commander, faced that question and lots of second and third-timers at the joint Utah-Wyoming encampment

here this summer. So he did something about it. He designed an on-the-job training (OJT) program for a special flight of cadets attending the encampment.

The OJT flight, composed of cadets who had attended an encampment here before and who did not qualify for regular staff positions, spent their week training with Hill AFB personnel in a variety of jobs—all while the first-time cadets and regular staff carried on as usual.

Cadets on OJT attended regular classes and training, but during the activity periods, base tours and after hours, this OJT flight checked traffic speeds with the Air Force security police, learned how to maintain an F-104, "piloted" the base shuttle railroad, and learned how the fighter support areas function.

Each of the cadets on OJT expressed his satisfaction with the program and they were a key motivational force in interesting the first-timers in next year's encampment.

Although the encampment

featured the OJT program, the first-time cadets also had the opportunity to learn about the Air Force, Civil Air Patrol, and to see how an Air Force base functions. Cadets lived on base for the week, ate in the dining hall, and lived through the daily barracks inspection.

They also heard talks from CAP and base officials, toured the various base areas, watched a fire-fighting demonstration, toured the ordnance depot, RAPCON (radar approach control), PMEL (precision measuring equipment lab) and the control tower.

Ninety-six cadets and senior members were graduated from the encampment. Special awards were presented to a number of cadets at the close of the encampment.

Maj. Sandhop, who is also commander of the Weber Minuteman Comp. Sq. (Utah Wing), and Cadet Kathy Hart, cadet commander of the encampment, both praised the staff and attending cadets for their attitude and spirit of wanting to learn.



**SPEED TRAP?**—Wyoming Cadet James Hare tries his hand at pegging speeders at Hill AFB, Utah, while Amn. Jeffery E. Trapp, Air Force security policeman supervises. Cadet Hare was encampment training officer and part of the OJT program. (Photo by Maj. Jerry Wellman)

## 48 Aerospace Educators Graduates of New Course

(Continued From Page 1)

issue and to prepare for the guest speakers. A three-hour period was provided for experts representing various views to express themselves and to allow for a question and answer session.

The guest speakers were followed by one to two-hour summary seminar during which each seminar arrived at a position on the issue and prepared a position paper. The seminars were student-led, with each student serving at least once in the seminar leader role. The guest speakers included recognized aerospace experts from the airlines, aerospace industries, federal, state and local governments, colleges and universities, and from private legal and advisory groups.

The aerospace education resources area consisted of 13 classroom hours of involvement and included such national-level leaders as Dr. Wayne R. Matson, American Society for Aerospace Education; Robert Tiemann, National Aeronautics and Space Administration; Dr. Mervin K.



**REP. DON H. CLAUSEN**  
Graduation Speaker

Strickler, Federal Aviation Administration; Jim McDonald, Air Force Association; and Mike Nisos, Aerospace Education Foundation.

Each graduate utilized the knowledge gained in the three curricular areas to prepare a "Personal Plan of Action," which would serve as their individual commitment to

aerospace education leadership upon returning to their home communities.

Six semester hours of undergraduate and graduate credit were awarded by Middle Tennessee State University.

The graduates of the course included the following Civil Air Patrol aerospace education personnel: Lt. Col. Dorothy P. Warren, Deputy Chief of Staff for Aerospace Education, Southwest Region; Lt. Col. Rita M. Bailly, Director of Aerospace Education (DAE), Pennsylvania Wing; Maj. Phillip R. Basham, DAE, Kentucky Wing.

Also, Maj. Richard G. DeWese, DAE, Arizona Wing; Capt. Harry P. Hicks, Jr., DAE, Texas Wing; Capt. Kaye I. Mellert, DAE, South Carolina Wing; Capt. Jule D. Zumwalt, DAE, California Wing; and Capt. Loretta E. Santagata, DAE, Rhode Island Wing.

For information regarding the 1978 Aerospace Education Development Course, write: Center for Aerospace Education Development, Civil Air Patrol National Headquarters (EDF), Maxwell AFB, Ala. 36112.



# National Board Meeting Details Listed

(Continued From Page 1)

Critique; Cadet Advisory Council; Chaplain; and Cadet Program.

**SATURDAY AFTERNOON**  
Communications Committee (meeting begins in morning); Operations-Emergency Service-Safety Seminar; and National Aerospace Education Advisory Committee (meeting begins in morning).

**SATURDAY EVENING**  
Catholic Mass; Cocktail Hour; Banquet.

**SUNDAY MORNING**  
Protestant Worship Service

## THE HOTEL

The Marriott Motor Hotel, headquarters for this year's National Board meeting, is located at the corners of Cain and Courtland Streets in the heart of downtown Atlanta's thriving business district. It is easily accessible to both Interstate 75 and 85.

Whether you fancy a symphony concert, professional sports, the ballet, or a performance by big name entertainment, none is far away. Within walking distance are some of Atlanta's major attractions, including the shops of Peachtree Center, theaters and nightclubs, the Civic Center, and Underground Atlanta.

The Marriott offers 763 guest rooms and suites in twin towers of 11 floors each, with views of the Atlanta skyline. Room rates offered for the CAP National Board meeting are \$22 per day single occupancy and \$28 for double occupancy and are special rates for this occasion only. All rooms have private bath and shower, oversized beds, color television and AM/FM radio.

Shops and guest services offered at the Marriott include: airport limousine service; auto rental; airline reservations and ticketing; baby sitters (on request); gift shop; same-day laundry and valet service; irons and hair dryers (on request); safety deposit storage facilities; barber and beauty shop; sightseeing tours; and tickets for shows and special events.

Three fine restaurants in the Marriott provide the finest in dining enjoyment. These include the "Sirloin and Saddle" where you can dine in an atmosphere of candlelight, brick and aged wood. This restaurant specializes in open hearth cooking, a make-your-own salad bar, homemade breads and the finest steaks and prime rib in town.

The "Harbour House" is one of

Atlanta's finest seafood restaurants. Finest seafoods are served here in a salty setting of gleaming red leather, mooring rope and rough-hewn wood.

Conveniently open 24 hours a day, the "Fairfield Inn" serves up a wide choice of breakfast, lunch and dinner selections.

In addition, the "Windjammer Disco" offers nightly entertainment for dancing to the best disco music in town. The "First Edition Lobby Lounge" offers quiet relaxation over a drink and the "Cove" offers live musical entertainment nightly.

## ROOM RESERVATIONS

Reservations must be received by the hotel three weeks prior to arrival (not later than Sept. 29). Please use the reservation form printed in the June, July, August or September issues of Civil Air Patrol News and allow 10 days for confirmation.

Twenty-four hours notice of cancellation or change in plans is required to preclude billing for one night's lodging.

## REGISTRATION FEE

A registration fee of \$19 covers all meetings and the Saturday evening banquet. All CAP members attending are expected to register. Persons travelling on military airlift, which has been justified on the basis of participation in CAP business functions, will be denied return airlift if they fail to register.

## DRESS

All authorized service uniform combinations are acceptable for attendance at the National Board meeting and other committee and seminar meetings. The dress for the Saturday evening banquet is the summer mess dress. Civilian attire (tuxedo or conservative business suit) will also be considered appropriate.

## MILITARY AIRLIFT

Military airlift from centralized pickup points in each region will be requested from the Military Airlift Command (MAC). Due to the limited airlift aircraft and the amount of airlift required to support the National Board passengers, inbound travel will be requested for Oct. 19 and 20 and return travel for Oct. 23 and 24. Military airlift will depend on available aircraft and established priorities.

All personnel should be aware of the uncertainty of military airlift and should make alternate travel arrangements in the event that requested airlift is either not provided or provided but later preempted by high priorities.

Airlift support information will be provided as it becomes available. All military aircraft providing airlift will be scheduled to arrive and depart Robbins AFB, Ga. Priorities for seats on military airlift will be as follows: a. National Board members; b. Region and wing deputy commanders; c. Members of committees and conferences; d. CAP unit commanders (group, sector and squadron); CAP staff members at region and wing level; and, f. Other active members of CAP.

**NOTE:** The senior member for each group deplaning must provide a legible, firm departure manifest to the CAP-USAF representative meeting the aircraft. The passengers will be scheduled to return to their point of origin as lateral travel is not authorized.

## TRANSPORTATION TO HOTEL

Commercial bus service (Greyhound type) will be provided between Robbins AFB and the Atlanta Marriott Hotel during peak arrival and departure times

(Oct. 19 and 20) at a round-trip fee not to exceed \$5. CAP buses will be available on Oct. 19-24 as backup for commercial buses in the event of late aircraft arrivals. Buses will go directly from Robbins AFB to the Marriott with no stops en route. In-flight lunches, at a nominal fee, will be available on departure if desired.

## PRIVATE AIRCRAFT

Individuals travelling by private or corporate aircraft may use the airport of their choice. However, special arrangements for reduced fees and personalized service have been coordinated with Fulton Air Service at Charlie Brown County Airport. Additionally, a CAP information booth will be maintained in the terminal area. The parking and service information follows:

**Parking-Ramp-Tiedown Fees** — Fulton Air Service, Charlie Brown Airport (FTY): 1: Most

single-engine aircraft — \$3; 2. Most twin-engine aircraft — \$5; 3. Aircraft requiring two parking spaces — \$10.

**Service Information:** 1. After Landing: Advise Ground Control that you are attending the CAP National Board meeting and request parking in front of the terminal; 2. Upon Deplaning: Provide Fulton Air Service with your service requirements and estimated departure time and date. Fulton Air Service will move the aircraft to a suitable tie-down location and will later reposition your aircraft for departure; 3. Prior to Departure: Prior to leaving the hotel, telephone Fulton Air Service and request that your aircraft be spotted for departure.

**Miscellaneous Information:** 1. Fulton Air Service — Phone 691-3790; 2. Atlanta Flight Service (Fast File) — Phone 691-0280; FAA Flight Service — Phone 691-2240; Atlanta Flight Watch — 1220.

## Hawaii Wing Pilots Aid National Guard Training

**BARKING SANDS NAS, Hawaii** — Civil Air Patrol pilots from an Oahu Squadron, Hawaii Wing, assisted the Hawaii Air National Guard recently in its air controller upgrading program.

The program was held here during an entire week in June.

The Guard set up a mobile radar unit by the Naval Air Station runway for GCA approaches, and placed additional trainees in the control tower under the supervision of Naval and Federal Aviation Administration personnel.

Seven CAP pilots, flying two L-19s and a Cessna 172, contributed much of the week's air activity for the radar and tower controllers.

Some of the pilots roughed it by remaining part of the week in temporary barracks at the base, while others commuted daily over 70 miles of open sea between the Islands of Kauai and Oahu, all to give the eager Guard trainees several hours a day of additional practice. But even though the GCA approaches helped sharpen pilot instrument navigation, the CAP pilots kept their VFR eyes wide open, keeping in mind that mistakes are always possible in a training program.

At the completion of the exercise, the commander expressed

his gratitude to Civil Air Patrol for its cooperation and requested continued CAP participation in the Guard's semi-annual controller training program.



For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of Aug. 14, 1977

Number of Missions .....	499
Number of Aircraft .....	2,766
Number of Sorties .....	5,727
Flying Hours .....	10,297.8
Personnel .....	13,154
Mobile Radios .....	2,964
Fixed Radios .....	2,783
Saves .....	35
Finds .....	252

## Look Before Leaping To Hasty Conclusions

**MAXWELL AFB, Ala.**—If you write to the staff at National Headquarters and do not get the quick response you feel you should, don't jump to conclusions too hastily. Maybe it is not their fault.

Maybe the fault is with the way the mail moves nowadays. For example: Four letters from different parts of the nation were mailed on the same day (Aug. 10), all postmarked in the afternoon, all directed to the same address (the Directorate of Information here). One was from Bethel, Conn., one was from Omaha, Neb., one was from San Bernardino, Calif., and one was from nearby Pascagoula, Miss.

They all arrived here on the same day (Aug. 15), all in the same mail, all took the same amount of time en route, despite the difference in distance.

**S M I L I N' JACKS**

**AERO-ASTRO ANSWERS**

MISS SUPERSONIC SUE, YOU SAY AMAZON WOMEN CLIPPED THAT PLANE?

NO, FAT STUFF! IT WAS AN "AMAZON RIVER CLIPPER" IN TH' MID-THIRTIES!

CLIP FOR REFERENCE

1 IT WAS A 10 PLACE PLANE POWERED BY A 650 H.P. HORNET ENGINE!

2 IT HAD A TOP SPEED OF 180 M.P.H.

3 IT FLEW IN AND OUT OF SOUTH AMERICAN RIVER AND JUNGLE AIRPORTS.

4 THAT FAIRCHILD AMPHIBIAN HAD WING PONTOONS AND WHEELS THAT RETRACTED!

**NEXT**

WHAT FAMOUS RACER SET A SPEED RECORD FOR LAND PLANES IN 1935 AND WHAT MAN OF MYSTERY PILOTED IT?

ASKED BY GEN. HANK THORNE  
— FT. PIERCE, FLORIDA —

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New Mexico Wing Cadet Practices Technique of Crossing Stream On A Rope; It Wasn't Easy, He Discovered.

# Cadets Get Taste of Rescue Training

Story and Photos  
By TERRY FLETCHER

KIRTLAND AFB, N.M.—Civil Air Patrol cadets from 10 states converged on New Mexico's Pecos Wilderness recently for a taste of Air Force pararescue training.

Approximately 37 cadets, ages 15 and older, arrived at Kirtland to participate in CAP's Pararescue Orientation Course (PJOC), offered by the 1550th Aircrew Training and Test Wing here. They were taught discipline and wilderness awareness.

The course included 2 1/2 days in the classroom and a tour of base facilities. The last four days were spent in field training in the Pecos.

The cadets wanted to be treated as are regular Air Force students of the program, and Air Force TSgt. Dave Thompson, the program organizer, obliged.

The cadets were required to stay at the campsite unless they were in class. They could only leave the area after they stood at attention and asked for permission to leave. C-rations made up their meals and a personal inspection was required before breakfast.

Discipline was enforced with cadets doing 50 to 100 pushups for such infractions as standing on

climbing equipment, answering, "Yes, sir," instead of "Yes, sergeant," and not observing safety rules. The strict observance of rules encouraged the cadets to work as a team, an instructor said.

"The teamwork paid off in the field when the cadets worked on the traverse line, which is strung across a canyon and used to transfer the rescuers and an injured party in a Stoke's stretcher," the instructor explained.

"The cadet was required to transfer across the canyon, usually with the encouragement

of his friends to urge him along," he added.

The importance of keeping pace while hiking in the wilderness was emphasized by Air Force SSgt. Martin Alvarez before he took his group on a two-mile hike. Air Force TSgt. Larry Astin made sure his cadets knew where they were by reading the map. Then he taught them how to use their compasses to find the easiest route to their destination.

This is the first year that this CAP special cadet activity has been held.



Rough Terrain Requires Careful Going.



Sgt. Thompson, Left, Watches As Cadets Prepare For Hike.



Cadet Uses Traverse Line to Cross Canyon.





HMMMM!—Capt. Noel pauses in his study of navigation maps as if to wonder: "Now if I were a lost airplane, where would I be?"



ON CALL—Cadet Joseph A. Haynes of the Great Falls Comp. Sq. checks his boots while waiting for an assignment.



DRY RUN—Lt. Ruth Edwards scans earth below for "missing" plane. This was a dry run, but she was aboard the lucky 17th sortie when the "crash" was spotted.

### But Very Realistic

## Search Only Make-Believe

GREAT FALLS, Mont.—It was all make-believe—the Montana Wing search for a "missing" plane—but it was conducted with such precision and seriousness as to make it a vividly realistic enactment of a search for a plane downed in mountainous terrain.

The search and rescue test happened on a recent weekend, with two Air Force officers, Col. James O. Modisette Jr., Rocky Mountain Liaison Region commander, and Lt. Col. Richard Y. Costain of the same office on hand to evaluate efforts of Montana CAP members.

Thirty-five senior members utilized 10 aircraft, part of them privately owned, on the practice mission. Base of operations was the Great Falls International Airport. Assisting in operations were 21 cadets who provided a number of services, including carrying messages and refreshments, and assisting on the flightline.

The "missing" aircraft supposedly took off on Friday afternoon from Great Falls and flew, by way of Rogers Pass, to Lincoln, southwest of Great Falls. From there, it was to fly north to

Benchmark and then back to Great Falls. The script for the search says the plane never made it.

To make the search more realistic, Air Force Capt. James D. Beggerly, Montana Wing liaison officer, generated search leads and tips such as would come in from the public in case of a real search. As clues came in, Capt. Harry E. Noel Jr. of the Gallatin Comp. Sq., mission coordinator, dispatched planes on the search.

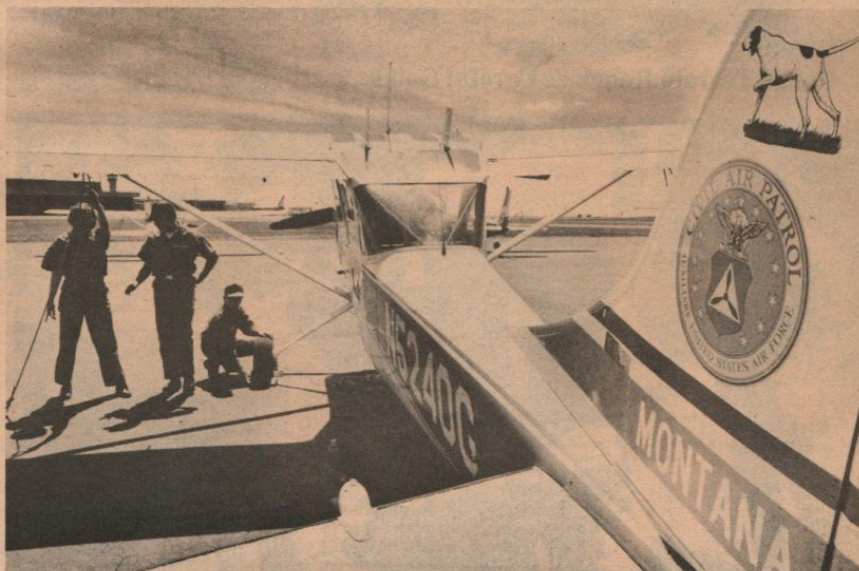
High winds and darkness Saturday evening halted operations but the search was resumed on Sunday morning. On the 17th sortie, a CAP plane picked up an ELT (emergency locator transmitter) signal north of Benchmark. The plane homed in on the signal. First Lt. Ruth Edwards of the Missoula Comp. Sq., flying as an observer, quickly spotted the "downed plane" and the two relieved Air Force sergeants who had planted the strips of old parachute there to simulate a plane crash.

CAP pilots logged some 36 hours flying time on the test and, according to 1st Lt. Joan Veal, the mission information officer, the evaluators were well satisfied with their performance.

Photos by Stuart S. White, Courtesy of Great Falls Tribune



EVALUATORS—Col. Costain, seated, and Col. Modisette confer during course of the weekend SARtest.



FLIGHTLINE SECURITY—CAP cadets tie down Cessna Bird dog, recently returned from a search sortie. High winds halted flights late Saturday.



# Hundreds Aid in Johnstown Flood

## FROM COMBINED INFORMATION OFFICER REPORTS

JOHNSTOWN, Penn.—Civil Air Patrol members—more than 700 of them—have again answered the call, this time when a flood hit this Southwest Pennsylvania city of 42,000 plus souls.

Floods are nothing new to Johnstown. They began in May 1889. In that year, hundreds of persons died when a dam collapsed upstream from the city, permitting a wall of water to sweep away everyone and everything in its path.

Floods hit again in 1936. When that was over, many dams and flood controls were built to make sure that this city would never again be flooded. The dams and the controls were not enough.

In July of this year, a torrential rain dumped 12 inches of water on the area in seven hours. The freak storm caused the Conemaugh River to rise more than 22 feet above normal. This resulted again in the collapse of a dam north of Johnstown, again sending millions of gallons of water sweeping down the mountainside and through the city.

High water in some areas was 30 feet above flood level. Houses, stores and factories were crumpled and smashed and the city—what was left of it—awoke to the sight of floating cars, ripped pavement and a wrecked economy.

Flood damage was estimated at approximately \$200 million but no one really knows what the total is. At last count, more than 74 persons had lost their lives and many more were unaccounted for. Bodies of many victims, washed downstream, may never be found, reports indicated.

When the extent of the disaster became known, Civil Air Patrol members, along with personnel from other disaster relief agencies, converged on the area, bringing help. The volunteers found many urgent tasks awaiting them.

Civil Air Patrol established a base of operations at Cambria County Airport and many plane loads of supplies were flown into that location. CAP also based its communications network at this airport.

Drinking water was non-existent in the city and most of the food was contaminated.

Delivery of food and water via four-wheel drive vehicles began. Some CAP members performed minor first aid as they dispensed

food to the downhearted residents, many of whom had had nothing to eat or drink for nearly 24 hours.

Ice for hospitals, morgues and dairies was urgently needed. Civil Air Patrol volunteers undertook the task of unloading and transporting many tons of ice to the devastated area.

Power was out in the city and the surrounding area. Although the hospitals in the vicinity had

backup electrical systems, some of these failed due to flooding. CAP furnished generators and operators to keep these hospitals functioning.

Cadet search and rescue teams formed skirmish lines and searched sections of the city which local police believed to contain casualties. These searches included poking into knee-deep mud and checking damaged buildings. More than 1,200 homes were reportedly destroyed.

Communications in the area were destroyed for the most part and, once again, CAP got the call to help. Radio communications were established between several Red Cross disaster shelters, the CAP base of operations, and police headquarters. VHF-FM proved extremely useful as calls were routed through a nearby repeater.

Another task assigned Civil Air Patrol was the transportation of key personnel from other agencies. This was undertaken with corporate four-wheel drive vehicles and other member-owned vehicles.

Search and rescue operations in the area were constantly hampered by rumors that other dams upstream had burst. Each rumor had to be checked out.

In addition, tons and tons of mud carried by the flood waters left the whole area with a foot-deep covering of slime. Cars and trucks had been heaved on their tops and sides and were blocking streets and alleys. Trees lay scattered around, torn out by their roots. Whole sections of four-lane highways had collapsed, blocking travel to and from the area.

Many Pennsylvania Wing units assisted in relief efforts during the disaster, even though their members did not go to Johnstown in person. They collected blankets, clothing, food and medical supplies and helped load and transport them to the scene of the disaster.

Civil Air Patrol provided transport for more than 250 tons of supplies, including at least 40 tons of lime, more than two tons of supplies, and in excess of 50 tons of ice, according to one report.

A variety of corporate and member-owned vehicles were utilized in the four-day mission, plus several corporate aircraft used for reconnaissance and airlift.

Although CAP was just one of the many organizations which assisted in the emergency, much credit goes to the cadets and senior members who responded. Hundreds were involved in one way or another in the over-all effort.

It is not possible to list all units which participated. However, the following were among those involved: Group 50, Group 70, Group 80, Group 1300, Group 1400, Squadron 602 and Squadron 613.



**GRIM SEARCH**—CAP cadets search devastated highways and stream beds for signs of vehicles or flood victims which might have been washed away by high water.



**RELIEF EFFORT**—Members of South Hills Comp. Sq. help load supplies for transport to Johnstown.



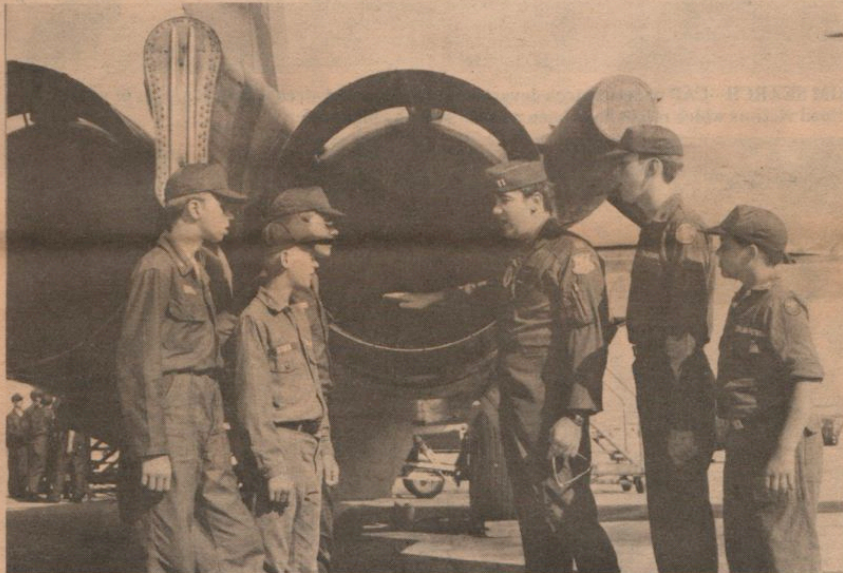
**AFTERMATH**—The flood left Johnstown devastated, with mud and slime a foot deep in some areas.



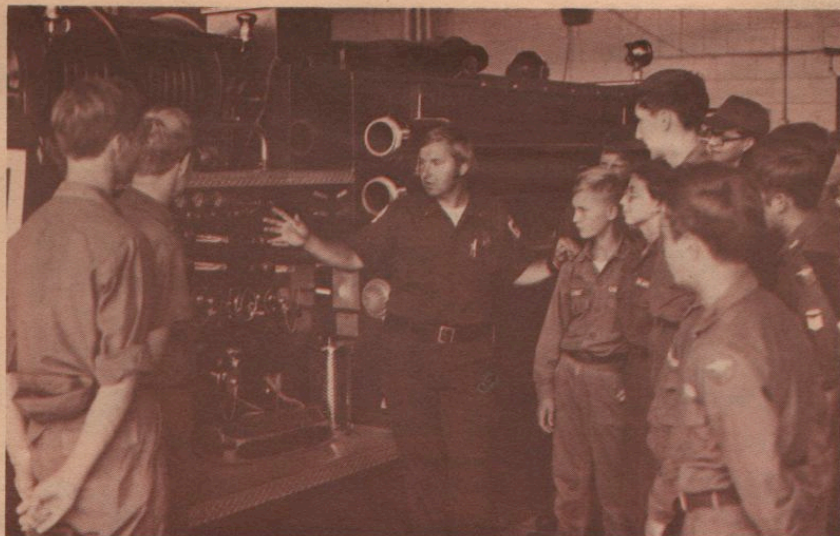
# Cadet Encampment at Pease AFB, N



Cadet Commander at Encampment, Center, Checks Roster During Daily Formation as Two of His Assistants Watch.



Air Force Pilot, Center, Explains Details of Air Force FB-111 Fighter-Bomber For Benefit of Visiting CAP Cadets.



New Hampshire and Maine Wing Cadets Listen As Firefighter, Third From Left, Points Out Controls on Huge Air Force Firetruck.

PEASE AFB, N.H.—A Civil Air Patrol encampment, held here in July, brought cadets from the New Hampshire and Maine Wings for a busy week of activities at this Strategic Air Command base in the southeast corner of New Hampshire.

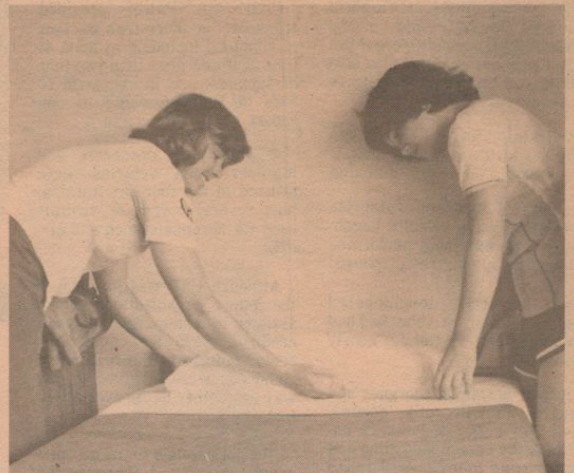
The cadets lived in Air Force dormitories, stood inspection, toured base facilities including a nearby Coast Guard unit, watched demonstrations, learned a lot and had a lot of fun.

The encampment was typical of the many in which CAP cadets participate each year. On these pages is a selection of photographs depicting the action at Pease during the week. They illustrate some of the things many other CAP cadets did this summer.

**Photos by MSgt. Russ Brown**



Air Force Academy Cadet Kathleen J. Bonnett, Left, Fills In CAP Cadet Linda J. Krygeris of New Hampshire on Life at The Academy.



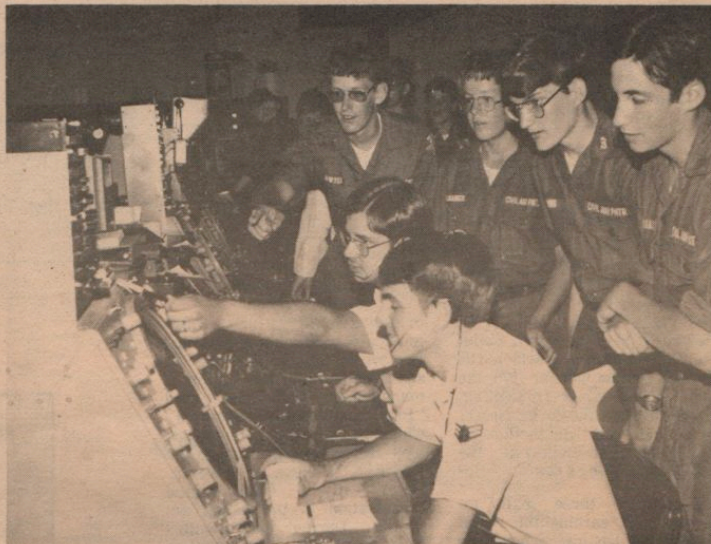
Airman, Left, Shows CAP Cadet How To Make Up A Bed Military Style. It Was All Part of Week's Routine.



# N.H., Typical of Many Across Nation



CAP Cadets Take Time Out of Busy Schedule to Discuss Encampment and Air Force Life While Sitting in Dormitory Dayroom.



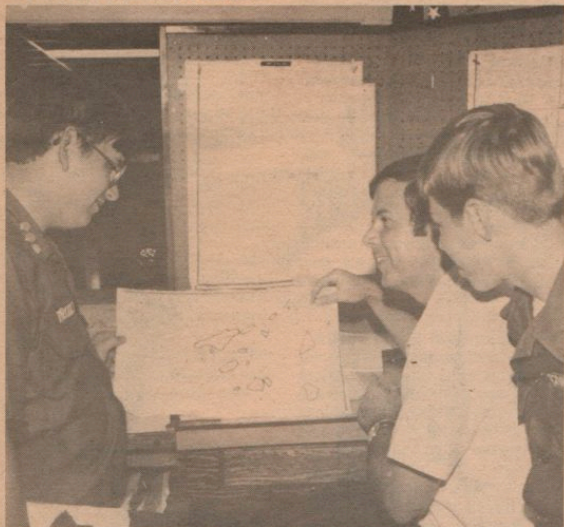
Interested Cadets Watch Air Force Technicians Operate Surveillance Radar, Part of the Air Control System at Pease AFB.



Air Force Experts, Wearing Flotation Gear, Instruct CAP Cadets in Techniques of Survival in Water. They Are Beside Pease AFB base Lake.



CAP Cadets Inspect Cockpit of Coast Guard Craft During Visit to Unit As Guardsman, Right, Explains The Controls.



How's The Weather? Air Force Weatherman, Center, Briefs Cadets On Relation of Weather and Flying.



It Was All In Fun As Cadets Dunk Senior Member in Waters of Base Lake During Encampment at Pease AFB, N.H.



# No. 1 Unit Has Recipe for Success

## Winning Similar To Baking Cake

By LT. COL. RICHARD B. FRY  
Squadron Commander

**BARBER'S POINT, Hawaii**—The Ewa Beach Cadet Sq., located here, was selected as the No. 1 cadet unit for 1976, the Cadet Squadron of Distinction. What does it take to be No. 1? Achieving this distinction is something like following the recipe for making a cake.

There are three main ingredients in earning the Cadet Squadron of Distinction honor: 1. Strong senior and cadet leadership; 2. interested teenagers; and, 3. a well-planned organization.

Strong senior and cadet leadership will result if a unified goal is set that both can relate to. The major goal of our squadron is learning Aerospace Education and glider and power flying.

A simple goal that is easy to talk about, write about or demonstrate draws interested teenagers. Another good technique is to have your cadets bring a friend, cousin or brother-sister to a CAP meeting.

Instill the recruiting spirit into them and your squadron will reflect their mood. One final tip, screen out the undesirables. One misfit can create havoc in your rank and file membership and destroy all enthusiasm others may have.

The third ingredient is a well-planned organization. Ensure that each cadet knows what his/her job is and how his/her job relates to the over-all

organizational plan. Communicate with your cadets and you won't be disappointed. As squadron commander, I follow a management technique called "Participative Management" which is simply: "Let the kids have their say about running the squadron." Believe me, it works.

Part of a well-planned organization is the actual activities. During one month's time, plan a variety of activities to maintain cadets' interest. For instance, glider flying on the first Saturday, drilling-testing on the next Saturday, power flying on the third Saturday, and a beach outing on the last Saturday. Why a beach outing? It doesn't have to be a beach outing. For those in colder climates, a skiing outing or a skating outing will be a great substitute. The main purpose is to be outdoors. This is the perfect time for "rapping" with your cadets.

Once a year, hold a "Class B" encampment during the Christmas or summer vacation. Schedule the encampment for approximately 10 days, preferably on a military installation. This will introduce your cadets to the rigors of barracks life, spit and polish of military uniforms and duty watches.

Schedule helicopter orientation and rappelling, the art of descending from cliffs using ropes and Swiss seats.

These and other activities maintain teenagers' interest. If you have the interest of both seniors and cadets, how can you not have a winning combination?

(EDITOR'S NOTE: What does it take to become the Cadet Squadron of Distinction, the No. 1 cadet unit in the nation? We asked the Ewa Beach Cadet Sq. (Hawaii Wing), the winner of the honor, and the four runners-up, the Cadet Squadrons of Merit, how they did it. Here is the No. 1 unit's answer to this query. Reports from

Numbers 2, 3, 4 and 5 were published in the July and August issues of Civil Air Patrol News. The No. 1 squadron, the Cadet Squadron of Distinction, will receive special recognition next month at Civil Air Patrol's National Board meeting in Atlanta Ga.

"Plan a variety  
of activities..."



Rappelling is easy



Cadets help Col. Fry service aircraft



Closeup look at glider and its controls



# Members of Oregon Wing Stage Civil Defense Test

STORY AND PHOTOS  
By CAPT. THOMAS TRAVER

MADRAS, Ore.—More than 120 members of the Oregon Wing,

representing 20 squadrons, participated recently in a Civil Defense Effectiveness Exercise here in the north central part of the state.

The exercise, held in cooperation with local law enforcement and emergency service authorities, was coordinated by the Air Force, the Oregon Department of Emergency Services and the Federal Disaster Assistance Administration. The practice mission utilized some 20 CAP and private aircraft, supported by 15 ground rescue teams and 18 emergency mobile communications units.

The test involved a situation which is very likely in the West Coast area—an earthquake. In this instance, a major aftershock from a devastating earlier quake, registering 8.2 on the Richter scale, supposedly hit the north central portion of Oregon. CAP units were called on to fly damage evaluation missions as well as to check major peaks, Mt. Hood and Mt. Jefferson, for seismic activity.

CAP personnel also flew air evacuation for injured civilians and air drops of emergency medical supplies and helped reestablish communications for cut-off communities in the area. Madras Airport was a bustle of activity with CAP aircraft virtually covering the entire field.

Local authorities also had a part in the staged disaster as the Madras Fire Department was called on to assist in an aircraft accident involving four CAP members. The department responded in a little over four minutes from the initial call, with 10 personnel and three pieces of equipment.

Hamilton Perkins, sheriff of Jefferson County where the disaster test was held, was noticeably impressed with the performance of Civil Air Patrol. He joined the organization on the spot and signed up several members that same day to start the soon-to-be Madras Comp. Sq.



**EMERGENCY COMMUNICATIONS**—Cadets Kenneth N. Reisner, left, and David P. Rader man communications equipment inside Oregon Wing command van.



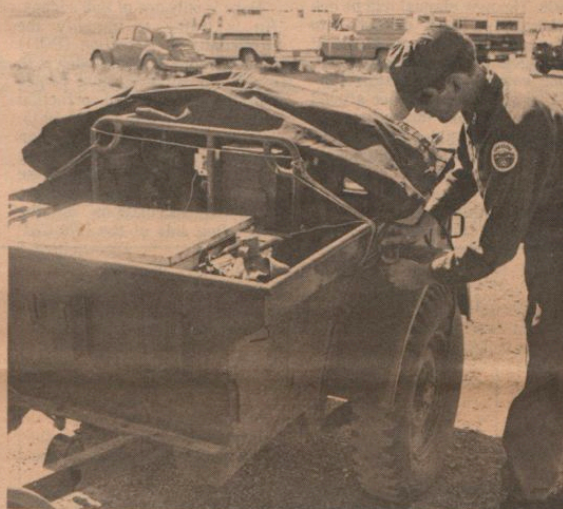
**EFFORTS AT REVIVAL**—Cadet Jannelle L. Olinger plays role of an air crash victim while Madras paramedics perform simulated resuscitation.



**SIMULATED CRASH**—Oregon Wing aircraft and personnel present problem for Madras Fire Department firemen and paramedics as they assist in simulated crash of this CAP plane.



**OFFICIAL IMPRESSED**—Hamilton Perkins, left, sheriff of Jefferson County, chats with Col. Bobbie Girard, Oregon Wing commander. The impressed sheriff joined CAP that day.



**POWER FOR RADIOS**—Cadet Douglas B. Edwards ties down tarp over trailer containing emergency power generator.



**FALLOUT CHECK**—Cadet Alan L. Sagar, left, checks Cadet Glenn D. Backes for radioactive contamination during Civil Defense test.



# Feedback Aids in Rewriting Manual

By MAJ. ROBERT MATTON  
HQ. CAP-USAF

I want to thank everyone who has responded to my request for feedback. You have shown me that there are dedicated, concerned—and frustrated—members performing our humanitarian mission. You have given me some excellent material to include in the revised Emergency Services Manual and some support for the ideas I have expressed in this column. Also, you brought up some problems that must be addressed if we are to provide our communities with the best search and rescue capability.

I am working on a complete rewrite of all emergency service manuals, and I appreciate the input from those attending the National Search and Rescue School. With luck, the first portion of the Emergency Service Manual will be available early in 1978. The new manual will be one all-inclusive book divided into sections for the commanders; emergency service officers; mission coordinator and staff; aircrew; and data collection-ground teams. To make this revision as usable as possible, I need your ideas on what to change and, more important, the techniques and procedures you have developed which are effective.

The idea this month comes

## SAR PEOPLE

from Capt. Robert A. Gregoire of the Pennsylvania Wing, Group 30, RD. 2, Box P-72, Carlisle, Penn. 17013. Bob has been working on methods of simplifying the paperwork required on a mission. He has his own home-brew computer (IMASI micro, 61K memory, two video terminals, one teletype, one printer, one dual-disk drive with 500K storage, plus other odds and ends) and has been very busy using it to solve SAR-related problems. If anyone else is working a mini, get with Bob and share, Share, SHARE! Good luck!

Here is only one of Bob's ideas. He is trying to simplify the Probability of Detection (POD) computations. His approach is to use a few simple graphs rather than the one table and correction factors as listed in CAPM 50-15. Additionally, he has presented an alternate method of computing cumulative POD. Using these charts will give you the same POD as calculations on the debriefing side of the 1976 CAP

Form 104 and using a random search POD chart. Because of space limitations, only two of his six charts are reproduced here. I am eager to hear your reactions to and comments on Bob's

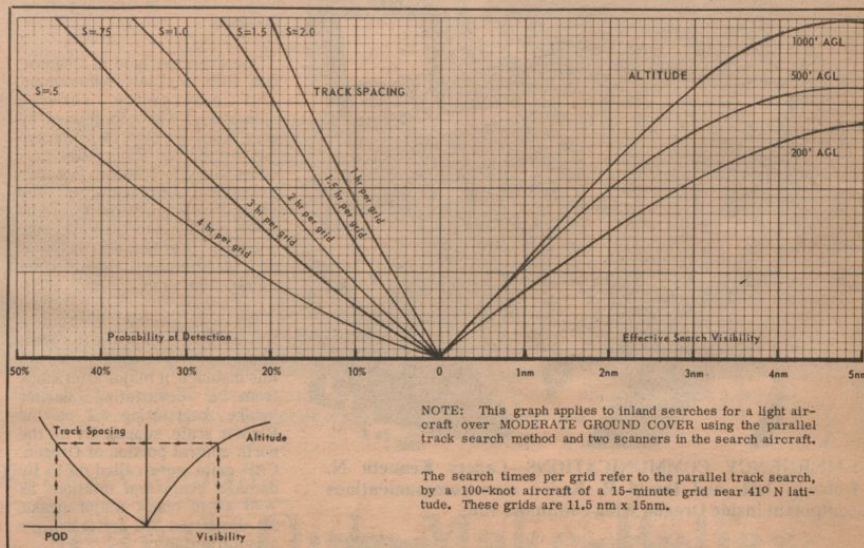
charts.

And, if you would like to see these incorporated in the new Emergency Services Manual, please drop me a line or give me a call: HQ. CAP-USAF/DOSS,

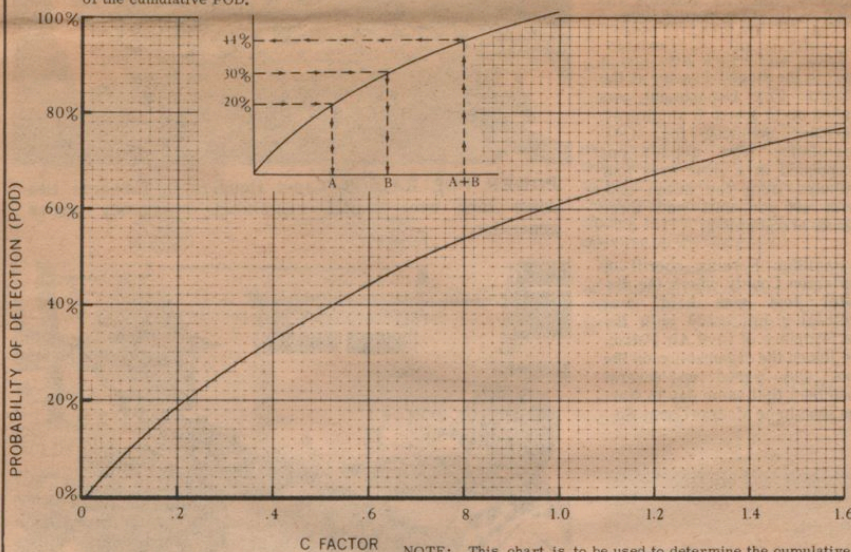
Maxwell AFB, Ala. 36112.

Telephone: AC 205 293-5310.

Remember: This is your column and I need your ideas to help us do our jobs better. I'll see you in Atlanta!



GRAPH #5 is used to determine the cumulative effect of multiple searches of a single area. The POD's of the individual searches must not be arithmetically added. These POD's must first be converted to C-FACTORS using graph #5. When the C-FACTORS are added, the sum is equivalent to the C-FACTOR of the cumulative POD.



## Utah Governor Presents Award

SALT LAKE CITY, Utah — Capt. Richard Hughes, a former cadet, received the Frank Borman Falcon Award recently in ceremonies here.

Utah Gov. Scott M. Matheson presented the award during a Utah Wing commander's call. Gov. Matheson praised the activity of Civil Air Patrol in Utah and "the outstanding accomplishments of Capt. Hughes in earning the Falcon Award."

Capt. Hughes is the new commander of the Cache Valley

Comp. Sq. (Utah Wing) in Logan. He attends Utah State University where he participates in the Air Force Reserve Officer Training Corps program.

A native of Salt Lake City, he is the fourth member of the Utah Wing to earn the Falcon Award. The award is presented to cadets and former cadets who become senior members and "who have achieved the highest accomplishments possible in the CAP cadet program and who have taken subsequent steps to become dynamic Americans and

aerospace leaders."

As a cadet, Capt. Hughes earned the Gen. Carl A. Spaatz Award in 1976. He joined Civil Air Patrol in 1970, attended the Federal Aviation Administration Cadet Orientation Program and the Cadet Officers School, participated in the International Air Cadet Exchange, and served in a number of capacities as a cadet, including cadet commander of a summer encampment. He also served as chairman of the Utah Wing Cadet Advisory Council.

Capt. Hughes is also a pilot.

## Washington Wing Unit Gains USAF Sponsor

McCHORD AFB, Wash.—The 4th Military Airlift Sq. (MAS) became the sponsor recently of Civil Air Patrol's McChord Comp. Sq. (Washington Wing).

"The 4th MAS took this responsibility to help familiarize local members of CAP with the workings of an operational squadron," said Lt. Col. Robert E. Baltzell, 4th MAS commander. "It gives our people an

opportunity to show the CAP members around the squadron and to become familiar themselves with the purpose of CAP."

"Actually, this is being done in conjunction with the Air Force Recruiter Assistance Program," he added, "under which Civil Air Patrol and Air Force recruiters help each other."

## CADET AWARDS

### Mitchell Awards—July 1977

Randy L. Sadler .....	01016	Alan M. Borne .....	16059	Katherine L. Dewolf .....	37160
Carole J. Wymer .....	02085	John G. Bryant .....	17036	Michael V. Heffernan .....	38003
Thomas E. Collier .....	04007	Steven M. Parsloe .....	19002	Marvann J. Marble .....	38010
Kyle A. Goin .....	04012	Paul G. Poyant .....	19004	Kenneth L. Postle Jr. ....	38012
Vivian J. Borem .....	04096	Theresa A. Barnick .....	19044	Tony A. Martin .....	38036
David L. Sunding .....	04204	Raymond J. Daniel .....	19044	Jim P. Easterbrooks .....	38036
Donna L. Gorrell .....	04319	Alan A. Robinson .....	20038	David W. Seigler .....	39064
Doran L. Torigan .....	04364	Henry D. Stickney Jr. ....	20038	Anita L. Fuoss .....	40038
Bob E. Smith .....	05030	Roger L. Johnson .....	20182	David L. Wilhelm .....	41008
Marianne M. Johnson .....	05070	Gregory S. Wagner .....	21114	Steven R. Haney .....	42076
Gerard E. Maury .....	06023	William R. Diamond .....	23004	John B. Shandrow Jr. ....	44004
Andrew M. Kautsky .....	06023	Scott C. Jones .....	23057	Garland R. Priddy Jr. ....	45064
Webster B. Essex .....	06049	Earl W. Barrett .....	25053	Randal G. Franklin .....	46004
Kenneth T. Acosta .....	08050	Scott S. Brown .....	29035	Kip B. Hawkins .....	46008
Jonathan E. Tyson .....	08089	Walter H. Richert .....	29084	James S. Jennings .....	46085
Robert S. Hatten .....	08089	Thomas B. Bernard .....	29092	Janet R. Goodwin .....	47060
Clyde G. Beattie .....	08169	Nelson Valdes .....	31092	Jack B. Jorgensen Jr. ....	48048
Kenneth J. Lewis .....	08143	Martin G. Snow .....	31111	Brian N. Vitale .....	48048
Lisa Bergeron .....	08159	Victor Reyes .....	31147	Troy E. Pierce .....	50017
William H. Cumler .....	08243	Tina L. Repine .....	31247	Todd A. Brooks .....	50023
Lewis P. Myers .....	09023	Karen L. Hoffman .....	32048	Ramirez V. Izarrary .....	52066
Walter J. Amerson .....	09087	Barry S. Gladstone .....	32048	Seda E. Algarin .....	52066
Cheryl M. Zywicki .....	11041	Joel B. Moorefield .....	32082	Miguel Perez .....	52066
Michael P. Robison .....	11050	Steven C. Sorenson .....	33048	Fernando A. Comas .....	52066
Philip E. Robinson .....	11075	James R. Robertson Jr. ....	35087	Carlos Rodriguez .....	52066
Jeff J. Dean .....	11189	James C. Miller .....	35077	Gary A. Diaz .....	52105
George S. Ludwig .....	11189	Tina L. Repine .....	37009	Luis F. Fernandez .....	52105
Craig R. Schumacher .....	11211	David L. Kessluk .....	37010	Jose A. Molinari .....	52105
Thomas C. Millen .....	12002	Bonnie S. Drace .....	37010	Rosario H. A. Cardero .....	52105
Forrest J. Ludwick .....	12049	Robert C. Jones .....	37018	Lina Alvarez .....	52119
Robert S. Ludwick Jr. ....	12049	Steven M. Stinebaugh .....	37025	Velez J. Romeu .....	52119
Farrell G. Noel .....	12177	Steve G. Guzik .....	37025	Marlin Otero .....	52119
Laura J. Freese .....	14056	George J. Pelter .....	37089		
Perry J. Ducote .....	16021	Joseph J. Hoffman .....	37102		

### Earhart Awards—July 1977

T. D. Donaldson .....	01090	David M. Finkel .....	12184	Kenneth G. Broyles .....	25053
David A. Carroll .....	02094	Fred H. Craig .....	12189	Michael J. Wolfe .....	26002
Wm. F. Nieringhaus .....	03042	Margaret A. Snodoba .....	12195	Andre U. Segatti .....	31238
Dewain D. Huffmaster .....	03098	Joseph R. Underwood .....	15052	Danny G. C. Boyd .....	35008
Robert A. Moore .....	05143	Clair D. Wood .....	17035	Donald L. Lorimer .....	36013
Peter Czarnowski .....	06031	Anita L. Sutton .....	18023	Norman M. Glowicz .....	38012
Ronald V. Collins .....	07006	John M. Knowles .....	18071	John A. Gronemeyer .....	42115
Bill R. Lucas .....	08043	Joseph E. Gura .....	19015	Michael E. Castillo .....	42186
David M. Bearegard .....	08116	Michael G. Lettis .....	20086	Fernando R. Siebert .....	42295
Robert A. Whelan .....	08022	Mark A. Scott .....	20086	Andre C. T. Randall .....	42305
Edward C. Dunn .....	08222	Dale A. Vitak .....	21009	Frances A. Nelson .....	51048
David P. Biernacki .....	11041	Bart C. Thielges .....	22057	Wilfred Perez .....	52086
Gregory A. Mulac .....	11194	Teddy I. Bilke .....	23059	Garibaldi Ortiz .....	52097
Daniel J. Marszalek .....	11254	Ronnie D. Taylor .....	25009		



## Reduce Hazard Potential To Cut Injuries, Loss

By FREDERICK K. CARTER  
Lieutenant Colonel, USAF  
Director of Safety

The pursuit of CAP objectives involves diverse and often hazardous activities. The REDUCTION OF HAZARD POTENTIAL is a MUST for each CAP MEMBER, more especially SUPERVISORS, to ensure that injuries and loss of life and equipment do not overshadow "saves" and "finds."

A peer through the looking glass of member involvement in CAP activity occasionally reveals threatening events and practices which may result in tragedy. Chart No. 1 depicts three major factors present in these or any activities which must be considered for the benefit of all concerned. These factors are:

b. Judgment — the capacity the physical capacity of equipment, persons, or groups of persons to perform as intended. This capacity is subject to the condition of equipment and the health of person involved.

b. Judgement — the capacity to estimate correctly the effect of all human, equipment, and environmental factors. This capability is subject to a person's source of motivation, e.g., ego.

c. Mission (Job) Demand — the task to be accomplished and the associated conditions such as time, weather, terrain, and equipment. Mission demands are subject to individual interpretation and are often a product of ego or self-image.

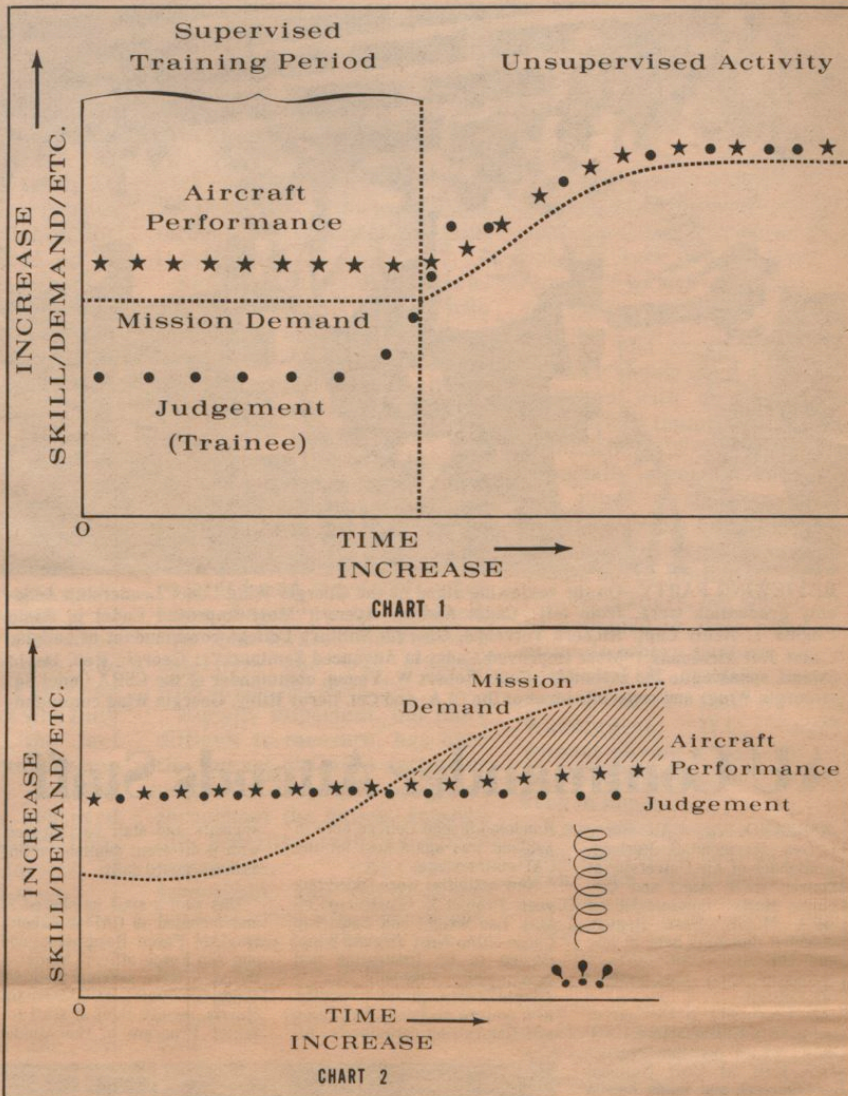
Chart No. 1 also shows a training period which, hopefully,

provides an opportunity for developing judgment under capable supervision. Following the training period, the trainee successfully meets job demands within his/her capabilities and those of the equipment in use.

Performance capability and judgment must be constantly developed and/or considered to avoid exceeding the limits of available resources while pursuing mission demands, either actual or perceived. Chart No. 2 depicts a theoretical accident where performance and judgment limitations were exceeded.

To ignore the fact of the presence of risk in any mission is to be unrealistic. CAP MEMBERS can greatly REDUCE RISK through EDUCATION and COOPERATIVE EFFORT at all levels of command. CAP seeks to promote expertise within the individual and the organization. Evaluation of the total situation by each CAP member is invaluable as it develops the insight necessary to protect ourselves and others from unnecessary loss.

There is always room for closer, conscientious supervision to close the gap between performance capability and judgment in challenging endeavors. For some, the closing of this gap adds to the challenge; for others, it may appear to detract from the fun of certain activities. One thing is certain, accidents are not funny. How YOU SEE YOURSELF through the LOOKING GLASS can make the difference. How about taking a look, for yourself and CAP's sake!



## National Staff College Now History

# Lessons Learned, Friends Will Long Remain

By CH. (COL.) LUTHER M. SMITH  
Chairman, National Chaplain Committee

The National Staff College for 1977 is now history but the lessons learned and the friends made will long remain.

As the time came closer to go to Maxwell AFB, there was no clear picture of the curriculum, the instructors, or what would be expected of the student body.

I was assigned to Seminar I which was made up of senior CAP officers. Our seminar leader was the commander of the Oklahoma Wing, Col. Sam Pierce. Our seminar included: a wing commander, a deputy wing commander, a wing information officer, a group commander, a unit operations officer, a PH.D. who teaches at a state university, a region chaplain, and the chairman of the National Chaplain Committee.

Seminar I had two observers representing the Coast Guard Auxiliary—Commodore Tom Cook and Capt. John Potts.

The principal surprise was the high level of instruction, the innovative methods of teaching and the broad range of subjects. Interpersonal and group communication, leadership management, counseling techniques and instructional methodology were

(EDITOR'S NOTE: These comments on CAP's National Staff College, held in July at Maxwell AFB, Ala., were written by Ch. (Col.) Luther M. Smith, chairman of CAP's National Chaplain Committee, at the request of Brig. Gen. Thomas C. Casaday, national commander. In his day-to-day activities, Ch. Smith is a brigadier in the Salvation Army and is city commander of the Salvation Army in Birmingham, Ala. In his letter to Gen. Casaday, he had this to say about the National Staff College: "It was one of the highlights of my Civil Air Patrol experience and, for that matter, one of the finest learning experiences to which I have been exposed in 42 years of Salvation Army work.")

taught. The lecturers were on the university level with a significant number of doctorates among them. The Air University furnished a majority of the instructors in the theory and practice of management and other technical subjects. There were 32 hours of lectures and 18 hours of Seminar Projects.

On Saturday, the students of the NSC were taken by bus to Project X. This exercise is a problem-solving field project with 10 ingeniously designed settings to demonstrate group problem-solving in a setting where the mind and body are to be used. Within 15 minutes, the project was to be read, a solution decided upon and carried out within a varying number of restrictions.

Among the lecturers was Dr. Garber (Dr. Paul E. Garber), for 57 years a leader at the Smith-

nian Institution and more lately active in setting up National Air and Space Museum in Washington, D.C. Dr. Garber, with slides and stories of his experiences and personal friendship with many of the people who made aviation history, made the history of the airplane come alive.

He, with a group of five experts in the field of aviation history, picked 13 flying machines from the world that made the most significant impact on aviation history. The list started with the Wright Brothers' plane and finished with the X-15. All who listened were transported through 70 years of man's achievement in the air.

Dr. Richard Ovington of the Directorate of Training at Headquarters, CAP-USAF, ably carried a major role in the entire NSC program, serving as a lec-

turer, resource person, and anchor man.

Dr. Mervin K. Strickler Jr., chief of the Aviation Education Programs Division of the Federal Aviation Administration, using a slide presentation, brought a new depth of understanding to the student body.

Words are inadequate to describe properly the challenge and genuine enjoyment of the entire experience of the NSC.

The NSC course of study has

major application to CAP activities but also to the civilian occupation of all who deal with others on a daily basis.

The addresses of both Brig. Gen. Thomas Casaday, CAP national commander, and Brig. Gen. Carl S. Miller, USAF, executive director of CAP, set the tone of the NSC at the opening ceremony. Their evaluation of the level of the curriculum and the experience of the faculty were justified completely by the day of graduation after 10 days.

## CAP Obituaries

Beginning with this issue, Civil Air Patrol News will publish each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with CAP Regulation 35-2, not to Civil Air Patrol News. Listed are names, ranks, dates of death, and CAP units.)

BATHURST, Malcolm, Senior Member, June 8, 1977, Bellefonte Senior Sq., Pennsylvania Wing.  
BYER, G. Mae, Senior Member, July 30, 1977, San Bruno Cadet Sq., California Wing.  
DJELEVIC, Alexander, Cadet Second Lieutenant, July 20, 1977, Livonia Cadet Sq., Michigan Wing.  
ECKHOFF, John G., First Lieutenant, June 26, 1977, Pegasus Cadet Sq., Colorado Wing.  
EVERETT, William H., Colonel, Aug. 4, 1977, Delaware Wing.  
GUTHRIE, Cecil H., Senior Member, June 30, 1977, Golden Eagle Comp. Sq., Alabama Wing.  
HARRISON, Roy D., Major, June 19, 1977, Group V, North Carolina Wing.  
HOSTETLER, Storrei E., Senior Member, June 1977, North Iowa Comp. Sq., Iowa Wing.

JORGENSEN, William N., Senior Member, June 5, 1977, Thunderbird Senior Sq., Colorado Wing.  
KELEGE, Peter, Major, July 23, 1977, Pennsylvania Wing.  
LaFOUNTAIN, George E., Senior Member, June 26, 1977, Group 4, Colorado Wing.  
LOCK, Jared L., Senior Member, June 14, 1977, Cherryhill Cadet Sq., Michigan Wing.  
MARSH, William O., Major, June 15, 1977, Montgomery Senior Sq., Alabama Wing.  
REDA, Filomena M., Senior Member, July 2, 1977, Sandpoint Cadet Sq., Washington Wing.  
TRIEB, Walter L., Second Lieutenant, July 21, 1977, Taconic Cadet Sq., New York Wing.  
WACHOCKI, Tadeusz J., Senior Member, June 26, 1977, Los Alamos Comp. Sq., New Mexico Wing.



# PEOPLE... in The News

## Northeast Region

Members of the Worcester Cadet Sq. (Massachusetts Wing) recently toured Logan International Airport in Boston. The trip included a guided tour of the Eastern Airlines' hangar and a bus tour of the various airport facilities. . . The Shrewsbury Comp. Sq. (Massachusetts Wing) held a survival and search training encampment recently. Search techniques were practiced with a six-mile hike through dense woodlands. . . Cadet Thomas A. Manley of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) received the rank of Ranger First Class and a diploma certifying completion of the advanced course during graduation ceremonies at the 1977 National Summer Ranger Training School.

Cadet David Pearson of the Cape Cod Comp. Sq. (Massachusetts Wing) received solo wings for the completion of student pilot requirements in accordance with the Federal Aviation Agency. Pearson holds the rank of cadet technical sergeant. . . During the past months, activities of Squadron 1302 (Pennsylvania Wing) have included rappelling, water skiing, soccer, football, first aid, and self-defense training. The cadets also conducted a hoagie sale.

Cadet Jonathan Hughes, a member of the Taconic Cadet Sq. (New York Wing) was selected as one of two Civil Air Patrol cadets in the United States to spend six weeks in training with the Canadian Army Cadets. Cadet Hughes served at staff level in primary field training, survival, mountaineering and rescue. This is the first year that any cadet has been invited to attend a training session as the guest of the Canadian government. . . Members of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) recently took part in the unit's weekly broadcast heard over WBFO-FM. Cadets David Krauss, Robert Reifsnnyder, Randy Kreider and Lt. Col. Elizabeth Magners were guests at the Saturday Sunshine Club Picnic and were interviewed by Mrs. Grace Burke. The group did the show live from the picnic.

Capt. Loretta Santagata and Senior Member Elaine Levesque recently addressed the Cranston Rotary Club on the Civil Air Patrol and its mission. In response to this talk, the Rhode Island Wing has been asked to assist in an upcoming Rotary Club Air Show. . . George Reuter, a member of the 399th Comp. Sq. (Connecticut Wing) has been promoted to specialist five in the Army Reserve.

## Middle East Region

The Carroll Comp. Sq. (Maryland Wing) received a second place Judge's Award during the annual fire department parade. This is the third trophy the squadron has

been awarded during this parade in the past three years. . . Four cadets from the Greenville Cadet Sq. (South Carolina Wing) are making last minute preparations to take the Spaatz Award test. They are Steve Estes, Richard Moore, Charles Packard and Bryan Hardy.

Members of the Byrd Field Cadet Sq. (Virginia Wing) have participated in the Fort Lee Flying Club Open House. The squadron sent two of its vehicles with ELT and radiological monitoring equipment for demonstration to passersby.

## Southeast Region

Cadet Robert Minor of the McCoy Cadet Sq. (Florida Wing) has been awarded his observer wings, while Cadets McCandlish, Lewis, Igleasias, Martinaousky and Rogers were awarded Accomplishment Certificates for their participation in the Southeast Region Drill Competition. . . The Orlando Cadet Sq. (Florida Wing) recently visited the John Young Planetarium. While there, the squadron viewed a special showing of 20th century sky changes. . . The latest member of Daytona Beach Sq. (Florida Wing) to pass the FAA flight test and qualify as a private pilot is Senior Member John Goodloe.

## Great Lakes Region

Cadets from Milwaukee Comp. Sq. and Greendale Comp. Sq. (Wisconsin Wing) recently spent a weekend working at the 29th Annual South Shore Water Frolics. Members of the squadron directed traffic, parked cars, manned a tent for lost children, passed out programs and handled a guard detail. . . Capt. Rick Loveridge of Squadron 1602 (Ohio Wing) has been asked to be master of ceremonies during national-level drum and bugle corps competition. . . Cadet Gregory Hiehle of Squadron 905 (Ohio Wing) received an award and plaque for Outstanding Cadet at a recent Type A encampment.

First Lt. Stephen Michaels of Milwaukee Comp. Sq. (Wisconsin Wing) was presented the CAP observer aeronautical rating and wings in squadron ceremonies recently. . . Cadet Mark R. Sinicki of the Bay City Cadet Sq. (Michigan Wing) recently gave a model rocketry demonstration for his college physics class at Delta College, University Center, Michigan. . . Cadets of Cincinnati Comp. Sq. (Ohio Wing) took part in the "Spirit of St. Louis" exhibition at a local airport. The cadets were responsible for guarding the aircraft while on display.

Col. Russell Sheibels, commander of Michigan Wing, Maj. Maurice Creeger and 1st Lt. James Boyle were invited guests of the Ford Motor Co., for a recreation of the Lindbergh Tour. Henry Haigh, the pilot, explained the "Spirit of

St. Louis" modifications to Col. Sheibels and told some little known tales of the flight. . . Members of the 621st Wisconsin Cadet Sq. (Wisconsin Wing) took part in orientation flights sponsored by the 128th SAC Sq. of the Air National Guard. Cadets participating in these flights were Jerry Thompson, Jeff Weis, Fred Lyne, Scott Mann, Steve Schweiss and Scott Wilkins.

## North Central Region

Cadet Judy L. Milligan, a member of the St. Louis Comp. Sq. 1, (Missouri Wing) has been selected for membership in the Society of Distinguished American High School Students. Cadet Milligan is cadet commander of her squadron and has been selected as Outstanding Cadet of the Year in the St. Louis area. . . Cadet David J. Stromswold, a member of the Sioux Falls Cadet Sq. (South Dakota Wing) was presented with a Naval Reserve Officers' Training Scholarship. Cadet Stromswold has been a cadet commander for his squadron and the drill commander.

Two cadets from Wichita Rescue Comp. Sq. (Kansas Wing) were invited guests at an Air Force recruiting dinner in honor of the U.S. Air Force Thunderbirds. Cadets David Norris and Rusty Offermann were guests in appreciation of the time the cadets have volunteered on behalf of the local recruiting office. . . In appreciation for distinguished service in support of the Civil Air Patrol mission, State Rep. Thomas Kuchera received a Certificate of Appreciation from the North Dakota Wing. The certificate was presented by Capt. Ronald D. McAbee, commander of the Grand Forks Comp. Sq. . . Cadet Cynthia Hudgens, formerly of the Garden City Comp. Sq. (Kansas Wing), has become the 27th woman to become a U.S. Army helicopter pilot.

## Southwest Region

Members of the El Paso Comp. Sq. (Texas Wing) recently participated in a display of vehicles and equipment at Bassett Center, a large shopping center in El Paso. . . Fourteen members of the Corpus Christi Comp. Sq. (Texas Wing) recently toured the facilities of the Corpus Christi Naval Air Station. The members were treated to a tour of training squadron, the line area and maintenance area.

Cadet Deborah Mercure, a member of the Alamo Comp. Sq. (Texas Wing) received a \$75 scholarship to attend the AATG German Summer Camp. . . The Bayou City Comp. Sq. (Texas Wing) had a visitor to the squadron recently, former cadet David D. Underwood. David is now an ensign in the U.S. Navy. It is a custom for former members of the squadron who have joined the various branches of

military service to return for a visit.

## Rocky Mtn. Region

Cadets Dennis P. Darrah and Kevin L. Orosco, members of the Mile Hi Cadet Sq. (Colorado Wing) recently attended Pararescue Orientation Course at Kirtland AFB, N.M. . . North Valley Comp. Sq. (Colorado Wing) cadet and senior members participated in a three-day bivouac recently. Activities included rappelling, map and compass reading and survival classes. . . Two members of the Weber Minuteman Comp. Sq. (Utah Wing) have been accepted for admission to the U.S. Air Force Academy. They are Nicholas C. Chando and Ronald L. Keen. . . The Colorado Springs Cadet Sq. (Colorado Wing) held an awards banquet recently for presentation of awards for a model airplane contest and Mitchell, Earhart and Red Service Awards.

## Pacific Region

Tukwila Comp. Sq. (Washington Wing) is getting assistance in the military education aspect of training from PFC Ron Hause of the U.S. Army Reserve. PFC Hause served both as a cadet and senior member and is now assisting in the cadet department. . . Composite Flight 86 (California Wing) marched in the Larkspur-Corte Madera parade, winning two first place prizes. The color guard and marching unit each received a trophy and a check from the Chamber of Commerce.

Members of the Hawaker Sq. (California Wing) recently participated in cardiopulmonary resuscitation. The squadron's new safety officer, Senior Member John W. Mason, a veteran of the Los Angeles City Fire Department, conducted the classes. . . Mt. Tabor Comp. Sq. (Oregon Wing) is proud to claim a large membership monopoly comprised of the Hofeld family with 1st Lt. Eric Hofeld as commander, his wife 2nd Lt. Dorothy C. Hofeld, his nephew 2nd Lt. Lorne R. Hofeld, his daughters Cadet Kathleen Hofeld and soon-to-be Cadet Dianna Hofeld, along with grand-nephew Cadet Lorne E. Hofeld as members.

Senior Member Gary M. Gomez of the West Bay Comp. Sq. (California Wing) has been selected to attend the Marine Officers' Candidate School at Quantico, Va. . . Four Air Cadets and their escorts from Hong Kong and Singapore toured Castle AFB, Calif., recently as part of their IACE visit. The cadets also visited Merced County Comp. Sq. 147. . . Capt. Robert Rugaber of Squadron 80 (California Wing) led a group of cadets on a tour of the Fleet Aviation Training Group at Moffet Naval Air Station. The tour consisted of a visit to the P-3 Orion aircraft and training facilities.

## Hawaii Pilot, Observer Spot Drifting Sailboat

HONOLULU, Hawaii—The sharp eyes of two Hawaii Wing CAP pilots, Capt. Mimi Tompkins and Capt. Lois Weatherwax, were responsible recently for ending a young couple's frightening ordeal of being adrift at sea for 48 hours in a 16-foot sailboat.

On June 20, the two women, flying an L-19, joined another CAP aircraft and two Coast Guard rescue aircraft in searching an area covering more than 1,000 square miles. After spending only two and a half hours in the search area, the CAP aircraft spotted the sailboat, a Hobie "Cat," drifting helplessly between the Islands of Lanai and Maui.

Using the L-19's public address system, Capt. Weatherwax

reassured the lost sailors that they were found and that Coast Guard help was on the way, while Capt. Tompkins kept the plane circling the boat and radioing its position to the Coast Guard rescue helicopter.

The pair had set out from the Island of Maui for an overnight sail to Lanai. Halfway to their destination, bad weather developed and the boat capsized. They managed to right the craft, but the mast broke in the process. When they failed to reach port at the appointed time, friends notified the Coast Guard Rescue Coordination Center and the search began.

USCG Rear Adm. James Moreau commended Capts. Tompkins and Weatherwax for their excellent performance.



HAWAII SEARCH—Capt. Lois Weatherwax, left, flying as observer, and Capt. Mimi Tompkins in CAP L-19 aircraft prepare to take off for overwater search.



# TIME IS RUNNING OUT!




MARRIOTT MOTOR HOTEL (ARROW) IS IN HEART OF DOWNTOWN ATLANTA. FREEWAY GIVES EASY ACCESS BY AUTO

CIVIL  
AIR  
PATROL

## NATIONAL BOARD MEETING ATLANTA, GA.—OCT. 20-23, 1977

**LOTS OF ACTIVITIES TO KEEP YOU BUSY, LOTS OF OLD FRIENDS TO TALK TO, LOTS OF THINGS TO SEE AND DO IN A MODERN AMERICAN CITY— "HOTLANTA," WHERE IT ALL COMES TOGETHER! BUT YOU HAVEN'T MUCH TIME! MAIL RESERVATION FORM BELOW! DO IT TODAY!**

 <p>Courtland &amp; Cain Streets Atlanta, Georgia 30303 (404) 659-6500</p>	NAME _____ <small>(PRINT) LAST NAME FIRST MIDDLE</small> FIRM _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____	NOTE: Reservation requests must be received three weeks prior to arrival. Please allow ten days for confirmation.  <b>\$22.00 Single Occupancy</b> <b>\$28.00 Double</b>	
	ARRIVAL: _____ <small>DAY MONTH DATE</small> DEPARTURE: _____ <small>DAY MONTH DATE</small>		<b>CIVIL AIR PATROL</b> <b>OCT. 20-23, 1977</b>
	Check one: <input type="checkbox"/> <b>Arrival before 6:00 p.m.</b> <small>Reservations will be held until 6:00 PM unless accompanied by deposit or company guarantee.</small> <input type="checkbox"/> <b>Guaranteed Payment Reservation</b> <small>Bill me for one night's lodging if I do not arrive on designated date and have not given 24 hours notice of change in plans.</small>		
	<small>To qualify for group rates, reservations will be accepted by this card only!!!</small>		

FOR ROOM  
RESERVATIONS  
MAIL THIS COUPON

TO:

MARIOTT MOTOR  
HOTEL

Courtland and Cain Streets  
ATLANTA, GA. 30303

ATTN: RESERVATIONS  
DEPARTMENT



# THE BULLETIN



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 9

SEPTEMBER 1977

### INFORMATION

**1. NATIONAL IO CONFERENCE.** The National Information Officers Conference is scheduled for 1:00 p.m. (EST), Friday, October 21, in connection with CAP's National Board meeting. The conference will be in the Tara Ballroom, Suite 4, of the Marriott Motor Hotel in downtown Atlanta, Georgia, headquarters for the National Board meeting. Will you be there? You will profit by attending this meeting—and all the other activities of the annual National Board meeting. We'll be looking for you! **OI**

**2. LACK OF RESPONSE AND ACTION!** The importance of the information program in the operational conduct of many CAP units still seems to take a back seat in too many CAP units. The general recruiting rate reflects this indifference to the information program. Only 151 units (of a possible 1,936) asked for tapes of CAP radio spots following our announcements of their availability. That adds up to only 7.8 percent of CAP units responding to an opportunity to promote CAP in their community with just a little effort. Over 65 percent of the CAP radio tapes had to be mailed direct to radio stations selected by National Headquarters Information Office. This is not the preferred way of obtaining "free air time" for CAP radio spots announcements. As we have commented numerous times in the Civil Air Patrol News Bulletin Board section, "there just aren't enough hours in the day for broadcast stations to satisfy every request they receive for free air time." Personal contact by CAP members is the best way of obtaining cooperation from a broadcast station to use CAP spots occasionally in the station's public service programming. We still have 20-second CAP film spots for television; and we will have a few of the new 30-second CAP film spots left after filling current requests. As we commented a number of times in the past, you should call on your local radio or television stations. Talk with the station manager, program director, or public service director. Brief them on Civil Air Patrol, especially your unit's activity. ASK for their cooperation in scheduling CAP spots in their public service programming (free air time). Send the call letters of the stations to HQ CAP-USAF/OIW, Maxwell AFB AL 36112. The spots will be mailed to you so you may hand carry them to the stations. That's all there is to it. Your unit will be the beneficiary of your actions. **OI**

**3. THE INFORMATION PROGRAM IS TAKING ON MORE IMPORTANCE.** The National Commander's column in a recent issue of the Civil Air Patrol News expressed the importance of a recruiting program and an information program working together as two vital organs of the life of the Civil Air Patrol organization. Starting with this issue, a quarterly recruiting report will be published in the Civil Air Patrol News. Of course, retention is the other side of the recruiting coin. Recruiting and retention go hand-in-hand. **OI**

**4. USE OF INFORMATION TOOLS.** In today's world, Civil Air Patrol units cannot afford the luxury of just existing. You must tell your community how your unit contributes to the community. Don't operate in a vacuum. To paraphrase a quotation: "No CAP unit is an island, entire of itself." "CAP Story" slide presentations are still available. Send check or money order in amount of \$3.00 to HQ CAP-USAF/OIW, Maxwell AFB AL 36112. This 30-slide set is an excellent information tool. If you want support from the community, are interested in growing, want to spread the word about CAP, this is the information tool that will help you get the job done. The three current CAP feature films and instructions on how to obtain them are listed in the May issue of Civil Air Patrol News, Bulletin Board section. **OI**

*The National Headquarters Information Office is ready to help you with your information and recruiting programs. That's what we are here for; let us hear from you.*

### ADMINISTRATION

**5. ATTENTION ALL COMMANDERS AND ADMINISTRATIVE OFFICERS!** Screen files for old forms and check against the current CAPR 0-9. DO NOT use obsolete forms. Order current forms from HQ CAP/DAPE in accordance with CAPR 5-4. **DA**

**6. OOPS!** In our current CAPR 0-2, "Numerical Index of CAP Regulations, Manuals, and Pamphlets" (8 July 77), we showed an incorrect date for CAPM 50-1, "Introduction to Civil Air Patrol." The correct date for this publication is 1976, instead of 1975. Please make this correction in your CAPR 0-2. **DA**

### 7. NEW AND REVISED CAP PUBLICATIONS:

- CAPR 45-1, "Civil Air Patrol Reserve Assistance Program," 5 August 1977, supersedes CAPR 45-1, 17 March 1971.
- Change 3, CAPR 77-1, "CAP Vehicles, Vehicle Status Report," 5 August 1977, has been published.
- CAPR 87-1, "Acquisition of Real Estate and Facilities for Civil Air Patrol," 5 August 1977, supersedes CAPR 87-1, 1 August 1975.
- CAPR 900-3, "Civil Air Patrol Assistance to Law Enforcement Officers and Agencies," 5 August 1977, supersedes CAPR 900-3, 17 April 1964.

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

CAP

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FOR THE E

W. S. HUNT  
Deputy Dir

JOIN

1. HQ CAP is requesting you  
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FCC FORM 480  
MAY 1976

AUTHORIZATION	
1. CALL SIGN KKI-721	
3. CLASS OF STATION <input type="checkbox"/> AIR MOBILE <input type="checkbox"/> LAND	
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5 A. IF FIXED LOCATION GIVE	1209 Springdale St.
B. CITY	Jackson
C. LATITUDE	32 23 02

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ON THE REVERSE SIDE

FOR FCC USE  
ISSUE DATE

NOT TRANSFERABLE

PULL OUT AND POST



# IN BOARD

## letin Cont'd

"Level II Specialty Track-Study Guide for Aerospace Education Officer," 5 August 1977, 1 July 1975.

Emergency Notification Data," July 1977, supersedes CAPF 60, June 1974.

E DIRECTOR

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## U. S. AIR FORCE -- THE AEROSPACE TEAM

### FCC FORM 480

(See portion of sample form below)

Enter the following the address format as shown on the sample FCC Form 480 below. In Block 1, enter the region/wing name on the first line. The region/wing name is requested for the second line. The rest of the address, including the zip code, is shown on the last line. In the lower left corner, place the charter number of the region/wing.

Enter the region/wing charter number. This portion of the form is retained at FCC. HQ will return from FCC.

DOK

UNITED STATES OF AMERICA  
FEDERAL COMMUNICATIONS COMMISSION  
WASHINGTON, D.C. 20554

APPROVED BY GAO  
8-180227 (R0136)

(SEE INSTRUCTIONS ON REVERSE)

### CIVIL AIR PATROL RADIO STATION LICENSE

CALL	6. TRANSMITTER DATA		
	QUANTITY	TYPE	OUTPUT POWER
bird 307	1	SSB	1600
<input checked="" type="checkbox"/> FIXED LOCATION	1	VHF/FM	50
AND STREET ADDRESS	1	26.620	5
DATE			
MI 39211			
TUDE			
09 34			

CIVIL AIR PATROL  
Mississippi Wing  
1635 Airport Drive, Jackson, Mississippi  
39209

Charter No. 22003

7. ENTER NAME AND ADDRESS IN THE  
BOX ABOVE (ST., CITY, STATE, ZIP CODE)

## S A F E T Y

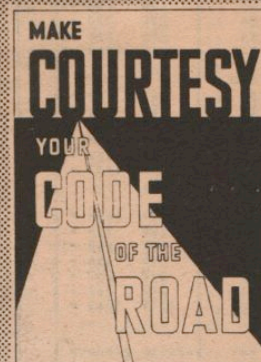
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### THE FUELISH PILOT

Aircraft engines require fuel to operate; that's a fact! It is also a fact that a pilot must ensure fuel on board is adequate for flight. To ignore either of these facts is to invite trouble. The next time YOU go flying, consider these "tidbits of wisdom" gathered from the field.

- Fuel gauges do not always tell the truth. Visual checks through tank fillers are a good practice, but even they can deceive. If an aircraft is parked on an incline, estimates based on observed fluid levels are inaccurate.
- Fuel consumption rates and endurance or range are based on constant power settings at constant altitudes, not on varied power settings during flights which include multiple climbs and descents.
- In some aircraft, fuel from auxiliary tanks cannot be obtained during takeoff, climb, descent, or in turbulent conditions. Fuel flow to the engine may become reduced or prevented. In short, auxiliary tanks are generally used in level flight only.
- A cautious pilot always plans to have an adequate fuel reserve on landing. A 30-minute minimum (computed at cruise power) is usually reasonable provided:
  - a. The fuel is not divided among several tanks.
  - b. The reserve fuel is not contained in auxiliary tanks.
- Fuel consumption, endurance, and range charts require a knowledge of proper engine leaning techniques. Improper leaning in most light single engine aircraft can result in one to three gallons per hour of fuel consumption more than the charts indicate.
- Compare fuel tank gauge indications with visual observations during preflight and with planned consumption (based on clock time and performance chart information) in flight. Regardless of planned consumption, do not ignore indications that less fuel is available.
- Prior to takeoff, check all fuel selector valve positions for proper feeding. Be especially familiar with all positions of fuel valves.

Instructors and safety officers should ensure that assigned pilots understand fuel systems and requirements for the aircraft they fly.





# MEMBERSHIP

## COMMAND EMPHASIS...UPGRADING

BRIGADIER GENERAL

The charts show that we are lagging in both cadet and senior recruiting and in total cadet strength... and the growth, recruiting, and retention data indicate why. As discussed in my July Civil Air Patrol News column, improvement in retention is a continu-

ing, but realistically, a long range objective; therefore our only immediate hope for reversing the negative growth pattern is to bring larger numbers of new people into our program.

Along those lines, I would like to share some of my thoughts with you. How often have you heard the statement, "Emphasize quality not quantity"... do not accept new people into our program if they don't have something to contribute."

This cliché is often used to rationalize lack of growth or to excuse a substandard cadet program. Superficial reasoning is too often accepted without questioning -- but why should we accept a concept "Quality not Quantity" when we can choose "Quality and Quantity?"

The fallacy of attempting to apply a generality such as "quality not quantity" as membership eligibility criteria should be evident ... if retroactively applied, it could result in each of us being judged unfit, depending upon who is making the judgment.

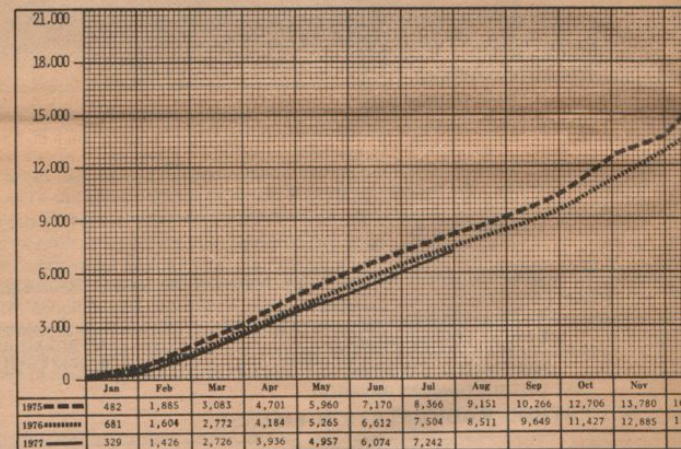
### CADET MEMBERSHIP

31 JULY 1977	GROWTH RATE			RECRUITING RATE			RETENTION RATE			
	THIS MONTH	%	GRO	LAST	THIS	%	YTD	(YTD	YTD)	%
	TOT	TOT	RTE	NEW	TOT	RTE	RNEW	(RNEW	NEW	RTE
NHQ	2									
OSH	27			27						
OKW	29			27						
TOT	29			27						
NER										
CT	357	379	= 6	180	379	47	110	113	95	53
ME	126	96	+31	75	96	78	35	19	38	61
MA	614	619	= 1	315	619	51	139	146	209	39
NH	155	172	=10	80	172	47	50	58	35	54
NJ	570	561	+ 2	284	561	51	159	137	176	51
NY	1897	1917	= 1	1050	1917	55	452	418	595	45
PA	1415	1304	+ 9	812	1304	62	353	316	382	51
RI	266	251	+ 6	152	251	61	54	55	59	47
VT	67	113	+1	37	113	39	25	13	66	32
TOT	5487	5412	+ 1	2985	5412	55	1377	1275	1655	47
MEP										
DE	275	345	=20	124	345	36	63	79	79	40
MO	519	590	=12	304	590	52	141	174	172	41
DC	401	362	+11	222	362	61	101	116	79	52
NC	440	381	+15	268	381	70	96	98	124	43
SC	273	292	= 7	152	292	52	66	72	90	41
VA	605	556	+ 9	318	556	57	133	135	138	49
WV	228	195	+17	124	195	64	62	54	68	51
TOT	2741	2721	+ 1	1512	2721	56	662	726	750	45
GLR										
IL	825	955	=13	374	955	39	244	273	248	47
IN	342	425	=20	161	425	38	98	91	105	50
MI	138	150	= 8	70	150	47	37	47	48	39
OH	1146	1113	+ 2	614	1113	55	249	277	322	42
WI	822	842	= 2	447	842	53	204	204	252	44
WY	546	553	= 1	252	553	46	149	148	190	44
TOT	3818	4036	= 5	1920	4036	48	981	1044	1165	44
SER										
AL	400	449	=11	220	449	49	109	87	158	44
FL	1341	1238	+ 8	787	1238	64	332	341	399	45
GA	496	465	+ 2	308	465	64	110	108	156	42
MS	255	249	+ 2	137	249	55	65	47	74	54
TN	325	333	= 2	195	333	59	64	83	68	42
PR	3645	4016	= 9	2266	4016	56	57	35	473	11
TOT	6462	6770	= 5	3913	6770	58	737	701	1328	36
NCR										
IA	160	215	=26	88	215	41	43	33	115	29
KS	169	207	=18	71	207	34	43	47	49	45
MN	556	475	+17	321	475	68	117	111	136	47
MO	344	389	=12	194	389	50	92	82	165	37
NE	201	171	+18	124	171	73	47	40	52	51
ND	114	179	=36	60	179	34	21	26	33	36
SD	145	148	= 2	73	148	49	38	43	42	45
TOT	1689	1784	= 5	931	1784	52	401	382	592	41
SWR										
AZ	369	388	= 5	214	388	55	99	93	149	41
AR	224	262	=15	133	262	51	47	57	100	30
LA	320	413	=23	156	413	38	92	103	138	38
NM	155	96	+61	117	96	117	23	24	22	50
OK	290	320	= 9	171	320	53	64	81	69	43
TX	856	946	=13	457	946	46	196	239	236	41
TOT	2214	2465	=10	1245	2465	51	521	597	714	40
RMR										
CO	464	484	= 4	239	484	49	132	124	133	51
ID	191	230	=17	112	230	49	51	41	86	40
MT	109	151	=28	50	151	33	36	29	64	39
UT	201	139	+45	150	139	108	36	31	63	38
WY	78	129	+40	46	129	36	20	26	33	34
TOT	1043	1133	= 8	597	1133	53	275	251	379	44
PAC										
CA	1591	1684	= 6	886	1684	53	392	395	513	43
NV	106	114	= 7	56	114	51	25	42	20	40
OR	402	465	=14	206	465	44	92	118	131	37
WA	465	496	= 6	255	496	51	115	137	93	50
AK	242	237	+ 2	172	237	73	52	49	64	46
HI	373	367	+ 2	232	367	63	65	63	100	40
TOT	3179	3363	= 5	1809	3363	54	741	804	921	43
NAT	26642	27686	= 4	14939	27686	54	5771	5782	7504	43

### NATION

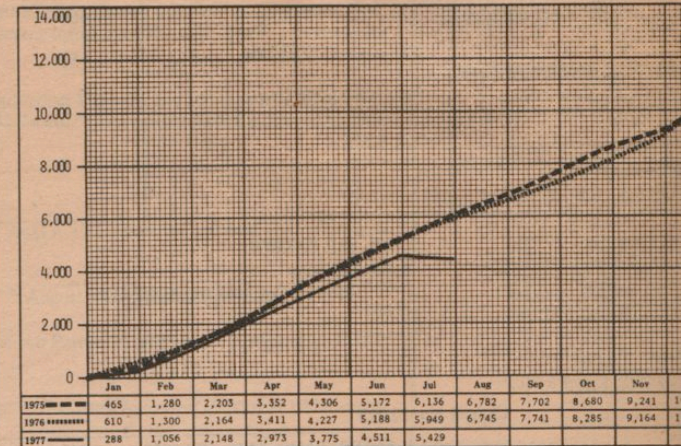
#### RECRUITING

#### CADET



#### RECRUITING

#### SENIOR





# STATUS

## MEMBERS AND RECRUITING MEMBERS...

J. CASADAY, CAP

There will be exceptions, but as a general rule, I feel that anyone who meets the basic membership criteria has a genuine desire to become a member of our organization should be provided that opportunity. We should stop kidding ourselves ... it's a "cop-out" when a commander blames his problems and shortcomings on membership ... a primary prerequisite for leadership is the capability to accept responsibility for both the good and the bad...for both the successes and failures. The quality of our membership is not my greatest concern, in fact, I am and have always been extremely impressed with the high caliber of the individuals who make up the membership of Civil Air Patrol. I feel that the quality of membership seeks its own level, and it will never be any higher than the level of the quality of its leadership. In other words, quality leaders will attract and retain quality members. The false issue of quality versus quantity is an example of the tendency to rationalize and justify rather than accept the challenge and make an honest effort to

get the job done.

I ask that we all concentrate on the real and important objectives of continuing our efforts to upgrade the quality of CAP leadership and increasing the emphasis on membership recruiting.

### SENIOR MEMBERSHIP

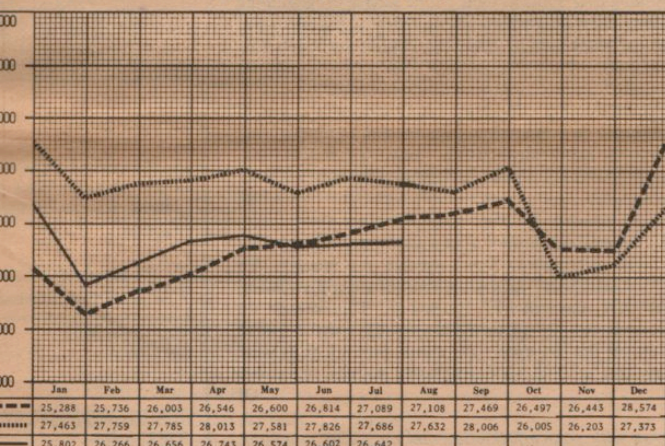
	31 JULY 1976			GROWTH RATE			RECRUITING RATE			RETENTION RATE			
	THIS MONTH			%			LAST 12 MO			YTD (YTD YTD) %			
	77	76	GRO	77	76	RTE	NEW	TOT	RTE	77	76	77	RTN
NATL HQ	62	51	+22				4	51	8	15	11		36
CONG SQ	41	34	+21				10	34	29	24	19		6
A/E MBR	534	530	+1				223	530	42	217	208	177	55
OS HOLD	7	4	+75							2	1		
A/C SUP	9						9						
CKW COT	14						13			1			
TOT	667	619	+8				259	619	42	252	239	183	60
NER	86	84	+2				8	84	10	26	29	1	87
CT	395	379	+4				99	379	26	136	122	56	76
ME	285	295	-4				72	298	24	97	94	53	61
MA	380	368	+3				112	368	30	135	122	66	72
NH	353	373	-5				87	373	23	122	126	44	72
NJ	626	675	-7				126	675	19	225	231	81	72
NY	1831	2024	-10				399	2024	20	658	657	305	68
PA	2112	2162	-2				466	2162	22	803	754	259	79
RI	214	201	+6				63	201	31	63	64	29	68
VT	142	165	-2				57	165	31	68	59	36	72
TOT	6404	6743	-4				1489	6749	22	2326	2258	932	73
DE	74	62	+19				1	62	2	20	17	2	5
MD	239	258	-7				36	258	14	89	86	24	81
DC	774	784	-1				176	784	22	288	273	93	79
NC	262	234	+12				96	234	41	78	76	33	72
SC	929	912	+2				243	912	27	333	318	131	74
VA	711	675	+5				273	675	40	213	212	128	63
WV	912	916	-4				250	916	27	290	327	125	64
TOT	4228	4085	+5				1110	4085	27	142	132	47	79
GLR	4329	4249	+2				1185	4249	28	1453	1441	583	72
IL	74	78	-5				2	78	3	22	18	1	16
IN	937	956	-2				187	956	20	353	333	134	70
KY	442	471	-6				105	471	22	150	156	61	69
MI	353	372	-5				97	372	26	122	119	71	64
OH	1009	983	+6				285	983	30	384	330	159	73
WI	793	823	-4				146	823	23	272	271	114	70
IA	631	672	-6				127	672	18	228	210	97	76
TOT	4239	4325	-2				989	4325	23	1505	1437	636	73
SE	85	80	+6				10	80	13	20	21	1	91
AL	894	881	+1				270	881	31	338	317	178	69
FL	1656	1648	+1				450	1648	27	551	512	322	66
GA	715	651	+10				268	651	41	223	211	119	68
MS	551	559	-1				188	559	34	188	167	104	69
TN	1133	928	+22				421	928	45	336	317	111	79
PR	513	478	+7				213	478	45	139	103	137	58
TOT	5551	5225	+6				1820	5225	35	1792	1639	972	69
NCR	53	51	+4				3	51	4	13	13	2	87
KS	366	421	-13				112	421	27	127	115	106	57
TX	318	315	+3				100	315	32	110	121	37	70
MN	687	685	+3				162	685	24	261	225	109	74
MO	419	495	-15				96	495	19	148	141	92	64
NE	392	319	+23				143	319	45	147	108	41	94
ND	358	370	-3				98	370	26	122	111	44	79
SD	255	279	-9				66	279	24	95	101	52	62
TOT	2448	2915	-2				780	2915	27	1016	935	443	72
SWR	87	89	-2				1	89	1	37	26	4	23
AZ	883	933	-5				254	933	27	304	308	151	66
AR	515	473	+9				195	473	41	159	122	147	59
LA	631	639	-10				136	639	15	288	269	114	75
NM	536	464	+15				205	464	44	167	153	89	77
OK	412	434	-5				150	434	35	141	123	111	60
TX	1477	1355	+9				525	1355	39	462	431	246	68
TOT	4543	4449	+2				1466	4449	33	1578	1432	862	69
RMR	83	80	+4				4	80	5	29	21	3	21
CO	997	999	-2				287	999	29	362	372	133	72
ID	321	371	-13				75	371	20	122	132	65	62
MT	242	258	-6				81	258	31	85	89	60	57
UT	404	395	+2				130	395	33	157	157	52	75
WY	171	231	-26				63	231	27	59	54	64	50
TOT	2218	2334	-5				640	2334	27	814	825	377	64
PACR	74	85	-13				3	85	4	22	22	6	79
CA	2427	2355	+3				605	2355	26	876	785	366	76
NV	467	444	+5				120	444	27	168	145	57	70
OR	474	457	+4				128	457	28	186	170	42	74
WA	553	553					156	553	24	198	196	90	69
AK	978	963	+2				334	963	35	348	306	240	64
HI	389	391	-1				128	391	33	113	119	80	57
TOT	5362	5248	+2				1474	5248	28	1911	1743	921	72
NAT	36221	36113					10102	36113	28	12647	11949	5949	71

(5)

## TRENDS

### MEMBERSHIP

#### TOTAL STRENGTH



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